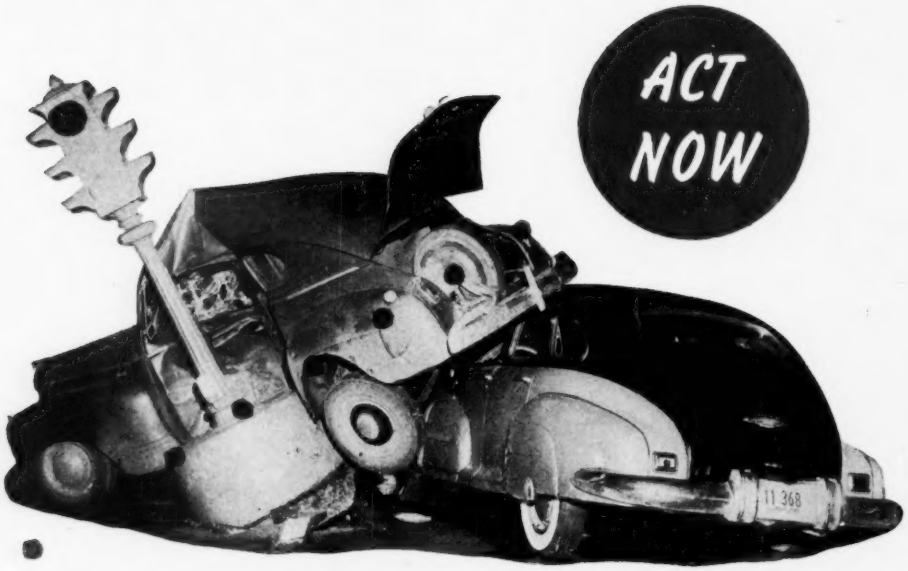
PUBLIC SAFETY

FEBRUARY 1952

Impossible?

Sure it's impossible, but a good many careless motorists have been booted into the Great Beyond by trying to knock a train off the track.—See P. 3.



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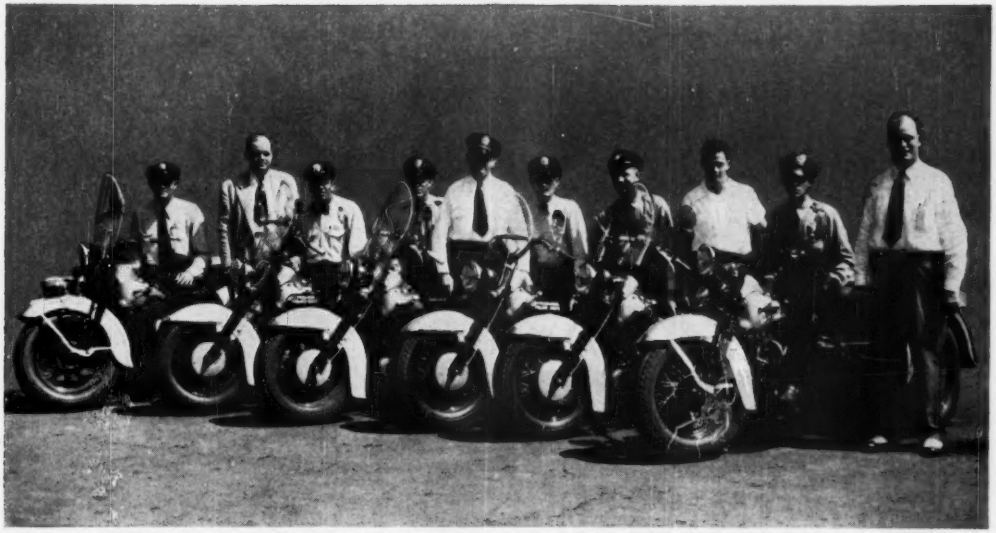

From left to right are: Officer E. G. Harless, City Public Safety Commissioner J. Frank Livingston, Officers C. H. Young and E. F. Probst, Assistant Chief of Police D. S. Fitts, Officers R. C. Sawyer and D. D. Darnell, Harley-Davidson shop foreman Elbert Carr, Officer W. C. Caruthers and Harley-Davidson dealer Herman Dahlke.

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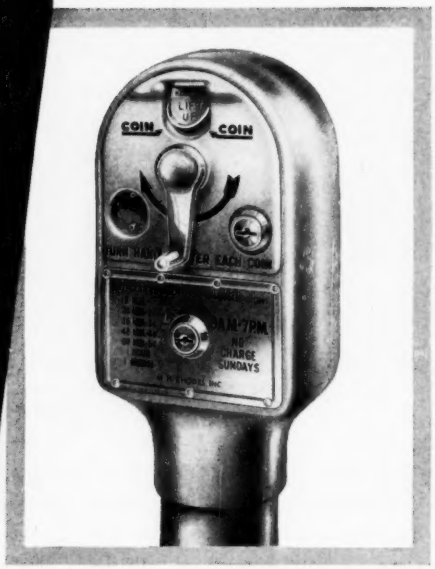

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PUBLIC SAFETY

FEBRUARY, 1952

VOLUME 41, NUMBER 2

. . . BETWEEN STOPS . . .

THE cover of February PUBLIC SAFETY is really a valentine greeting. Of course, the situation illustrated is absurd; cars don't knock trains off tracks and toss them into the air like a terrier does a rat, but an incredibly large number of people don't seem to know that.

Our cover photo is presented to our readers courtesy of The *Oakland Tribune*, and was a 5-column illustration of Jack Burrough's column in that paper's Sunday magazine of December 2nd. The artistry of the *Tribune*'s Frank Kettlewell provided the montage. The main idea behind all this effort is to impress the reader with the sheer futility of contending with trains for the right-of-way. The valentine business is a two-way deal. We feel that the *Oakland Tribune*, and Messrs. Burroughs and Kettlewell deserve a big round of applause for the ingenuity with which they have approached a routine traffic problem. The public gets the benefit of their potent publicity and maybe many will be affected enough by the message to cross crossings cautiously. If they do, they'll live longer, and that's the best valentine wish of all.

In 1950, 1,523 persons lost their lives in motor-vehicle collisions with trains, while 4,100 others were injured nonfatally.

The amazing part of all this is that 35 per cent of these grade crossing accidents involving motor vehicles occurred at crossings protected by gates, lights, bells or watchmen, and 65 per cent involved trains going less than 30 miles an hour or standing still.

There is no way to stop some motorists from running into the side of a train, short of a complete change of attitude in regard to their driving abilities.

The old standby precautions at railroad crossings still hold good. When you glimpse railroad tracks ahead, it's good practice to be alert, look and listen. Cross crossings cautiously and you'll do your share to insure that you are never involved in a collision between motor vehicle and train. That way, you'll live longer. And that's our very best valentine wish for all of you.

IN THIS ISSUE . . .

1951 Traffic Toll — 37,500 . . . *H. Gene Miller* 4
He Never Saw What Hit Him 7
The County—Missing Link in Traffic Safety . . . . . *Norman Damon* 8
Death Loses a Decision . . . . *Clyde Hostetter* 10
Report on New York's Traffic Control Program . . 12
Traffic in Plutonium Land 14
Vey Heads New Jersey Traffic Body 17
A Policeman's Story . . . . . *Peg Sonenfield* 18
Oscars for Safety . . . . . *Dan Thompson* 20
Death on the Streets 22
Prominent Attorney Heads Trustees 23
Let's Tell the Story of Accident Prevention . . . . . *Frank Davin* 24
Safety Goes to the Fair 28

Departments

Green Cross News 19
Loose Gravel 22
New Publications 26
Coming Events 27
New Products 29
Operation Safety 30
Safety Posters 30
Trade Publications 40

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REG. U. S. PAT. OFF.

1951 TRAFFIC

THE year 1951 will go down in traffic history as one of the four blackest on record!

Thirty-seven thousand, five hundred Americans died as a result of motor vehicle accidents in 1951—a tragic continuation of the race with death which began two years ago.

As America closed the books on '51 traffic deaths, it was chalked up as the highest yearly total since 1941. The 1951 total was up 7 per cent from the death total of 35,000 in 1950, 18 per cent over the 1949 figure of 31,701.

The year's traffic picture was further darkened by the millionth death recorded in traffic—estimated to have occurred December 23.

*It should be noted that the death of a person in a motor vehicle accident is reportable as resulting from that accident if the person dies within 12 months of the accident. This fact, plus the preliminary nature of state reports, is an additional reason why it is impossible to present a final estimate at this time.

Deaths kept pace with travel, percentagewise, to mark the only favorable note in the '51 traffic picture. The rate was relatively unchanged from the previous year and still near the lowest level on record.

The 1951 death total is based on preliminary information and, therefore, is subject to change as more complete figures become available. However, in recent years, the first estimate—made on January 25—has

TOLL...37,500

By H. Gene Miller, Director,
NSC Statistical Division

1951 traffic toll worst since 1941; 37,500 deaths mark it as one of the four blackest years in the history of traffic. Mileage keeps pace with death to highlight only favorable item in the record.

not varied from the final count by more than 1 per cent.

The increase in motor-vehicle deaths contributed importantly to an increase in the grand total of accidental deaths from all causes. In 1951, 93,000 persons met death by accident compared with 89,000 in 1950. Occupational deaths increased 500 during the year to 16,000, public non-motor-vehicle deaths were up 1,000 to 15,000, and home deaths indicated no change from the 1950 total of 27,000 (All figures approximate).

All regions of the country shared in the increase in motor vehicle deaths in 1951. The Pacific Region showing the greatest increase—+10 per cent. Mountain Region deaths increased 7 per cent. In the Eastern Regions—North Atlantic deaths were up 5 per cent and South Atlantic deaths 6 per cent. In the North Central Region, deaths increased 5 per cent, while in the South Central Region, deaths were hiked 7 per cent.

Biggest increase in motor vehicle deaths occurred in rural areas. Reports from 44 states, ranging in completeness from 8 to 12 months, showed that deaths in rural areas increased 12 per cent compared with a drop of 6 per cent in urban areas.

FIRST 1952 FACTS

FACTS contained in this article constitute the preliminary Condensed Edition of *Accident Facts for 1952*, prepared by the Statistical Division of the National Safety Council.

This Condensed Edition is issued to meet public demand for prompt, though incomplete, information on the 1951 accident totals.

All 1951 figures are subject to revision upon receipt of later information. The regular edition of *Accident Facts* will be issued in July and will contain a complete analysis of 1951 accidents.

Single copies of the Condensed Edition of *Accident Facts* may be obtained from the National Safety Council without charge. Prices for quantity orders on request.

Pedestrian deaths in 1951 were up 5 per cent to a total of 9,100, and non-pedestrian deaths were up 8 per cent to 28,400. In the latter group, deaths in multiple vehicle collisions increased 11 per cent, and deaths in non-collision accidents were hiked 7 per cent. Higher, too, in 1951 were deaths from accidents involving fixed objects and animal drawn vehicles, but accidents involving trains, street cars, and bicycles resulted in fewer deaths. These estimates are based on reports from 30 states ranging in completeness from 3 to 11 months.

By age groups, deaths occurred more frequently in all except the 15 to 24 year group. The changes were as follows:

Age Group	Change
Under 5 years	+ 6%
5-14 years	+14%
15-24 years	— 3%
25-44 years	+10%
45-64 years	+12%
65 and over	+ 8%

These estimates are based on reports from 31 states ranging in completeness from 4 to 12 months.

Summary

Deaths from motor-vehicle accidents increased to 37,500 in 1951 from 35,000 in 1950; in only three other years on record did motor-vehicle fatalities occur more frequently.

The increase in deaths, however, was approximately in proportion to the increase in mileage—deaths were up 7 per cent, mileage 6 per cent. The mileage death rate in 1951 was relatively unchanged from that of 1950 and remained near the best level ever recorded.

Next Page

THE NATIONAL ACCIDENT FATALITY TOLL

	1951	1950	Change
ALL ACCIDENTS	93,000	89,000	+4%
Motor-vehicle	37,500	35,000	+7%
Public non-motor-vehicle	15,000	14,000	+7%
Home	27,000	27,000	0
Occupational	16,000	15,500	+3%

Note: The motor-vehicle totals include some deaths also included in occupational and home. This duplication amounted to about 2,500 deaths each year. All figures are National Safety Council estimates.

ALL ACCIDENTS

Killed—93,000. Up 4 per cent from 1950.

Injured—9,100,000.

Cost—$8,000,000,000. Includes wage loss, medical expense, overhead cost of insurance for all accidents; interrupted production schedules, time lost by workers other than the injured, etc., due to occupational accidents and property damage in traffic accidents and fires.

Deaths of children under 5 years numbered approximately 3 per cent more than in 1950. Among children 5 to 14 years old there was an 11 per cent increase. Changes in adult groups were: 15-24 years, down 2 per cent; 25-44 years, up 6 per cent; 45-64 years, up 6 per cent; 65 years and older, up 4 per cent.

Fatal falls numbered about 2 per cent more than in 1950 — 18,500; burns increased 3 per cent to 7,000. Drownings were up 3 per cent at 6,200, and fatal firearms accidents up 2 per cent at 2,400.

The 1951 death rate per 100,000 population was 60.6. Except for the 1950 rate of 58.8, this is the lowest on record.

OCCUPATIONAL ACCIDENTS

Killed—16,000. Up 3 per cent from 1950.

Injured—2,000,000, or 3 per cent more than in 1950.

Cost—$2,600,000,000. Includes cost of interrupted production schedules, time lost by workers other than the injured, etc., as well as wage loss, medical expense and the overhead costs of insurance.

Total all-industry employment was about 2 per cent above 1950. Manufacturing employment, alone, increased 7 per cent.

Coal mine deaths totalled 790 in 1951, or 23 per cent more than were reported in 1950.

Railroad employee fatalities totalled 249 in the first eight months of 1951, a 19 per cent increase from the comparable 1950 figure. The eight-month injury total was 15,407 or 16 per cent above 1950.

There apparently was little change in the rate of disabling injuries, for injuries rose 3 per cent while employment went up 2 per cent and average hours worked increased slightly—perhaps as much as 1 per cent.

WORKER ACCIDENTS

Killed—50,000, a 5 per cent increase from 1950. On job, 16,000, off job, 34,000.

Injured—4,600,000, a 2 per cent increase from 1950.

Time lost, including indirect, amounted to 340,000,000 man-days, equivalent to the shut-down of plants with 1,200,000 workers.

PUBLIC ACCIDENTS (Not Motor Vehicle)

Killed—15,000; up 7 per cent from 1950.

Injured—1,900,000.

Cost—$600,000,000.

Increases in deaths were recorded for all age groups, ranging from 5 per cent for persons 15 to 24 years old to 11 per cent for children under 15 years. A third of the increase was in fatal falls.

RAILROAD ACCIDENTS

Eight-month death total—2,168; up 5 per cent from 1950. Injuries increased 11 per cent to 22,671.

Grade crossing deaths and injuries numbered the same as in 1950.

Passenger deaths numbered 110, compared to 57 for the same months of 1950.

Trespasser deaths numbered 769, a decrease of 2 per cent from 1950.

AIRPLANE ACCIDENTS

There were nine fatal accidents during 1951 in the domestic passenger-carrying operations of scheduled air carriers. Death totals were: 142 passengers, 25 pilots and other crew members and 1 private plane pilot. The passenger death rate per 100,000,000 passenger-miles, based on preliminary information, was 1.3 compared to the 1950 rate of 1.1.

HOME ACCIDENTS

Killed—27,000, no change from 1950.

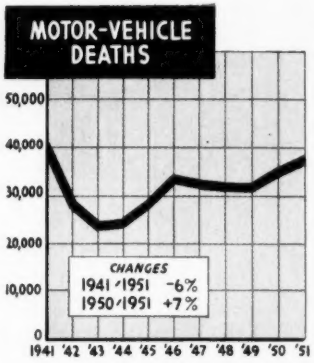
Injured—4,000,000.

Cost—$600,000,000.

An increase of about 300 in deaths from burns was offset by decreases in firearms accidents, poisonings and gas asphyxiations. Decreases were recorded for all age groups from 15 to 64 years; increases for children 5 to 14 years old and persons 65 years old and older.

FIRE LOSSES

The value of property destroyed by fire in 1951 was $731,000,000, or 6 per cent more than in 1950.



1951 Traffic Toll

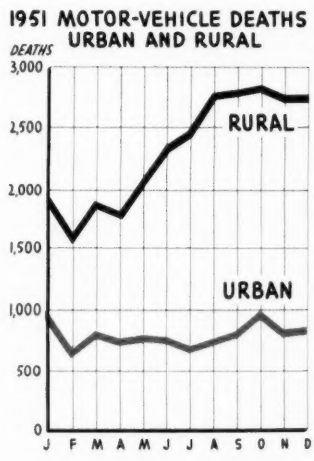
From Page 5

Deaths increased in all regions of the country, but within regions, occurred principally in rural areas. Pedestrian deaths were higher for all areas, as were multiple collision accidents and non-collision accidents. Deaths were more frequent in all age groups except 15-24 years.

December Experience

The December estimated death toll was 3,570, no change from December, 1950. Contrary to the usual trend of December being the deadliest month of the year, this total was surpassed by two other months in 1951—September with 3,600 deaths and October with 3,780 deaths.

Opposite Page



Only two regions showed increases in deaths from Decembr, 1950. They were the South Atlantic Region with a death increase of 6 per cent and the Pacific Region with a death increase of 1 per cent. In the other regions, decreases ranged from 1 per cent in the North Central Region to 11 per cent in the North Atlantic Region.

In contrast with the overall no change in deaths in December, 450 reporting cities had an average decrease of 11 per cent. Among these cities, 89 had increased death totals, 248 showed no change, and 113 reported decreases. Perfect records for December were reported by 283 of the cities, the largest of which were Worcester, Mass.; Nashville, Tenn., and Youngstown, Ohio.

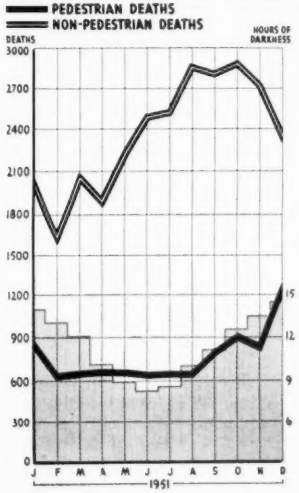
1951 Experience

For the entire year 1951, all regions reported increases in deaths over both the 1950 totals and the 1949 totals. The results are as follows:

Region	1950-51 Change (12 Months)	1949-51 Change (12 Months)
North Atlantic	+ 5%	+11%
South Atlantic	+ 6%	+25%
North Central	+ 5%	+13%
South Central	+ 7%	+27%
Mountain	+ 7%	+29%
Pacific	+10%	+15%

To Page 32

1951 PEDESTRIAN AND NONPEDESTRIAN MONTHLY DEATHS AND HOURS OF DARKNESS



"HE NEVER SAW WHAT HIT HIM"

THAT'S a fitting epitaph for most people who die in auto accidents.

Are you sure you can see all you need to see to be a safe driver? Don't be smug just because you looked at a chart and read the letters until they got pretty small. That's not an adequate test, says the American Optometric Association. The chart tests just one of the four aspects of vision essential to safe driving. The four are:

▸ *Acuity.* That's what the chart tests—how clearly you can see without blur. AOA thinks 20/40 sight is minimum. That means you can see at 20 feet what you ought to see at 40. With 20/50 vision, you won't see a stop sign until you are 90 feet from it. At 60 miles an hour, you would be 227 feet beyond the sign before you could stop.

▸ *Depth perception.* The ability to locate objects properly in space, it takes teamwork by both eyes. If you start to pass three cars and find an approaching car bearing down before you get by, you have poor depth perception.

▸ *Field of vision.* That's how much you can see on each side without turning head or eyes. People with "tunnel vision" can see only what's straight ahead. It causes crackups at crossings.

▸ *Night vision.* Dusk blinds some drivers as much as full darkness does others. "Night blindness" helps explain why fatal accidents occur three times as often at night as they do in the daytime.

It pays to know how you rate on all four kinds of seeing. Tests can reveal your weaknesses. And those weaknesses can be corrected with lenses or by exercises to train the muscles and nerves that control your eyes.—*Reprinted by permission of "Changing Times," The Kiplinger Magazine, Washington 6, D. C. Copies available from the Department of Public Information, American Optometric Association, 707 Jenkins Building, Pittsburgh 22, Pa.*

Rural areas contribute the greatest number of motor vehicle accidents and the great bulk of rural mileage. Unless county and state agencies team up to check the toll, America faces a holocaust in traffic in the second half of the 20th Century.

THE COUNTY-MISSING LINK IN

By Norman Damon,
Vice President, Automotive Safety Foundation

LACK of county action is one of the prime factors in the failure to check the alarming upswing in traffic accidents, which are cutting deeply into our human and material resources and seriously impairing our whole defense effort.

This sharp reversal in the highway accident record came after three consecutive years of substantial gains. Between 1946, when the first President's Highway Safety Conference launched the nationwide Action Program, and the end of 1949, we succeeded in reducing the annual mileage death rate by one-third. The total number of fatalities was also lowered substantially. All this was accomplished almost solely through organized efforts on the state and community level. The counties, I regret to say, remained apathetic and inert.

Authorities recognized right along that in the face of staggering increases in traffic volume, this partial effort could not continue to hold the line against traffic accidents. The President's Conference pointed out repeatedly that lasting results in the concerted, nationwide safety movement depend upon grassroots support —support of the counties and the smaller communities.

With this great potential strength at the grassroots lacking, it was almost a foregone conclusion that a traffic accident crisis was in the making. The widening gap between the volume of safety effort and soaring traffic volumes became evident in 1950, when highway deaths increased by 3,500 over the previous year's 31,500. Estimates for the current year indicate another rise of 2,500, bringing the annual total to 37,500. This 20 per cent increase in traffic deaths during the two-year period is tragic proof of our failure to step up our safety programs so as to keep pace with mounting accident exposure due to an 11 million jump in motor vehicle registrations in the same two years.

I don't mean to imply that even in the states and larger cities, traffic safety performance is anywhere near adequate. In the application of the Action Program of the President's Conference, the reports of the 48 states and some 700 municipalities over 10,000 population indicate that only about 60 per cent of a minimal satisfactory job is being done. But most of the states and numerous cities have at least organized for a sustained and coordinated attack on the accident problem. They have established official coordi-

Address delivered by the author before the Burlington County Safety Conference, Lawrence School, Burlington, New Jersey, November 15, 1951.

nating machinery and active public support groups.

The big challenge is to get comparable action on the part of the counties. The counties are still the missing link in the highway safety movement. Their absence constitutes a gaping hole in the safety defenses being constructed through the concerted program from coast to coast.

County-wide action such as is being charted in Burlington County, New Jersey, is still so rare as to be a pioneering event. Keep in mind that the development of a sound and positive program there, will not only benefit the people of Burlington County but provide a shining example for some 3,000 other counties throughout the United States.

It would not be the first time the people of New Jersey have shown the way. In one instance, under the leadership of its great Chief Justice, Arthur T. Vanderbilt, Uew Jersey has pioneered in traffic court reform. New Jersey and Michigan were the first states to use a uniform traffic ticket

—the years which represent the productive and military strength of the country."

Consider the fearful toll of all types of accidents in 1950 alone: 90,000 killed. That of course is only a fraction of the price we paid for our collective carelessness. In addition, there were 8,900,000 injuries. The economic losses involved in this single year's accidents totalled something like $7.7 billion.

We speak of the dangers of subversive activity — and they are very real. But in the light of indifference and even cynicism to such wholesale destruction of life and limb in a period of national emergency, shouldn't we call attention also to the dangers of subversive *in*-activity? In this respect, I think we must admit that both the official and the citizen must share the blame. I might point out here that while some of us may have special interest in a particular phase of safety work, the overall problem has so many ramifications that we can't profitably seal off and isolate one segment from

striking thing is that many more fatalities occur among workers off-the-job than in the plant. A recent report covering all the plants of General Motors, for instance, shows the ratio of nine serious accidents off-the-job to one on the job. Nothing could better illustrate the basic relationships between the various phases of safety.

The safety problem recognizes no professional, geographic or human boundaries. We must therefore eliminate artificial barriers between the different groups enlisted in the fight against accidents. There is no room for clannishness when our objective is the same. Our efforts will best thrive through coordination. There must be a continuous exchange of ideas, consultation and cooperation between all elements. We can benefit mutually from the successes and mistakes in our respective fields.

Now as regards traffic safety specifically, we can perhaps better understand the county problem if we think of the county as something of a twilight zone in the over-all problem. From the standpoint of (1) accident information, (2) official responsibility, and (3) preventive action, the county is certainly an area of considerable obscurity.

On the information side, it is difficult to get reliable facts because the county has a combination of both urban and rural problems. Vast amounts of population are spilling over from cities to the suburbs; huge volumes of traffic are spilling over from urban arteries onto county highways. The current limited statistics available indicate that more than twice as many accidents occur in rural areas as in urban. But what proportion of accidents classified as rural accidents actually occur on urban fringes? What proportion of rural accidents are actually caused by urban residents? We don't know.

Nevertheless, we do know the rural accident rate is unduly high. We get a good idea of the reason from these words of Dean Z. Haddick, president of the National Association of County Officials, who told the 1951 President's Conference: "The counties control about two and a half million miles of local roads. These are generally in a bad state of repair, and bad roads rank high as an accident hazard. . . . However, bad roads alone cannot account for our tragic accident record. Other recognized factors make their contribution. Probably the main factor

To Page 38

TRAFFIC SAFETY

on a statewide basis. Another significant "first" is the initiation by the state motor vehicle department of tests to determine the qualifications of instructors in driver training schools. The fact that of the first 100 instructors examined, only 31 could meet basic requirements indicates the importance of this innovation, from the standpoint of safety, and should alert other states to the need for similar testing as a pre-condition to obtaining licenses to teach others.

Currently the dominant concern of all of us is our security as a nation. One of the most vital factors in attaining that security is conservation and maximum use of manpower and materials. Yet we are squandering both at a tremendous rate through unnecessary accidents—and unnecessary they are, since we know that 85 to 90 per cent of them could be prevented. As the American Medical Association reported some time ago:

"We see that fatal accidents outrank every other cause of death as a destroyer of the working years of life

other segments. While accidents take many forms, safety is at bottom indivisible.

We have specialized techniques for fostering safety in the factory, in the home, on the farm and on the highway, but the primary objective in all cases is the same—to save life and limb. On the other hand, the human factors that make people vulnerable to one kind of accident make them equally vulnerable to others. By the same token, a vigorous preventive effort in one area is bound to aid other areas directly or indirectly.

Safety education in schools, for example, helps to build an attitude and philosophy of "safe living" that can carry through lifetime pursuits and careers. The same goes for adult safety education, such as first-aid instruction and driver training. It is worth noting, in this connection, that all phases of accident prevention really have a common origin—all stemming from the industrial safety movement started in the early part of this century.

In the industrial field today, the

DEATH.

TEXAS stars were shining in the quiet summer night a little over two years ago near Texas City as Jaycees W. S. "Stew" Sedgwick and Don Schroeder drove home with their wives from a college alumni meeting in Houston. The sky was clear and the blacktop hummed under the tires. Schroeder was at the wheel.

As the car approached the Texas City limits, he slowed it until the speedometer registered in the 40's. There were a few cars on the road, and the glow of the neons in the city's business district loomed up ahead.

Suddenly, a car whipped out of the darkness to the right and roared past, barely missing the front of the car. Schroeder slammed on the brakes and the two startled couples looked back at the intersection that they had just crossed. On one side of the road, lost in the shadows, a two-foot wooden sign notified motorists to stop for Highway 146. It was almost impossible to read in the beams of a car's headlights.

"Whew," breathed Schroeder. "That was close. Isn't that the same in-

tersection where a boy was killed last month?"

"That's right," agreed Sedgwick. "It's impossible to see that stop sign at night. Someone ought to do something about it."

Both men brought the matter up at the next meeting of the Texas City Junior Chamber of Commerce and found their fellow Jaycees ready to take action. Two deaths already had occurred at the dangerous intersection, and other traffic hazards in Texas City proper were causing concern among the citizens.

"You're the chairman, Stew," the local president told Sedgwick, after appointing a Jaycee traffic safety committee. And the group of 18 safety-conscious Jaycees went to work.

They found Texas City residents eager to help. Two years before, the tragic Texas City port disaster had leveled buildings for blocks along the waterfront, killing dozens of workmen and making front page headlines in publications across the country.

Well aware of the tragedy that can come from carelessness, citizens called Jaycee headquarters giving information about city traffic hazards and offering to help in any way possible.

The Jaycees ran a two-month traffic safety campaign, with a number one objective of eliminating the unreadable stop sign on Highway 146. They succeeded in getting it replaced with an adequate sign carrying a blinker light warning signal. The accompanying publicity resulted in a slowing down of all traffic near the dangerous intersection.

But there was still greater success to come. In the summer of 1950, the city commissioners requested the Jaycees to make a survey of traffic hazards in Texas City. Since 1940 the Texas town had more than tripled in population and traffic provisions for a town of 5,000 were completely inadequate for the booming community of 17,000. Blind intersections in the city, lack of proper law enforcement, and inadequate traffic controls were making a potential death trap of the fast growing city.

Jaycees conducted the survey under the guidance of a new safety chairman, Glenn Springer (now national safety chairman of the United States Junior Chamber of Commerce). At the end of the check, they had 15 basic recommendations for traffic control improvements.

Publication of the survey aroused public concern over the Texas City traffic problem. On September 18, 1950, voters appropriated $125,000 for a traffic control system. Jaycees continued their surveys and found that traffic accidents were continuing to increase, mainly because the new citizens of the Texas boomtown were not acquainted with local traffic regulations.

loses a decision

By Clyde Hostetter,
Editor, *Future* Magazine

Texas City Jaycees are saving lives and preventing scenes like that pictured above via a traffic safety program that has brought results.

"Well," said Springer to his traffic safety committee, "let's get them educated."

And they did. In January, 1951, the Jaycees blanketed Texas City with a traffic safety education program. They planned safety programs for 44 different civic clubs—all coordinated with the main theme: "Know and obey your traffic laws." They showed safety films in the local schools. Springer himself broadcast the description of a "braking reaction" test over a local radio station. And more than 100 of the 120 Texas City Jaycees helped in the drive.

January 31 came and passed. The big campaign ended but the results are still evident. As late as last July, when Texas City sent their scrapbook to be judged at the national Jaycee convention, there had been a 40 per cent decrease in traffic accidents.

More than that, the Jaycees had earned a rightful name for themselves as "young men of action." L. A. Robinson, mayor of Texas City, summed

To Page 37

Gotham's streets have to handle transit, commercial vehicles and passenger cars. Traffic engineering techniques have done much to promote effective traffic control.

Report on

NEW YORK'S TRAFFIC CONTROL PROGRAM

GIANT strides have been taken in the first 18 months of operation of the New York City Department of Traffic to solve the problem of traffic control and accident prevention in America's largest city.

Towering skylines, fretted by skyscrapers like Radio City, the Empire and Chrysler Buildings, United Nations Center, and myriad other sky-piercing man-made peaks provide a glittering backdrop, as Manhattan jams 88,025 persons into every one of its square miles, with an average of 25,000 persons populating every square mile of the greater city. New York, to put it briefly, is the most densely populated urban area in the nation.

It takes aggressive action to meet the problem of traffic control and accident prevention in any urban area, but New York City magnifies the problem by its sheer size. For instance, 650,000 motor vehicles enter and leave the city every business day. More than 382,000 automobiles, buses and trucks, and more than 3,765,000 persons daily crowd into midtown and lower Manhattan.

Public transit facilities carry 2,500,000 of these daily travelers, but the continuing increase in the number of motor vehicles in use taxes the city's traffic facilities to the utmost.

In the Times Square area alone, a recent survey showed that 6,437,814 persons enter that section every week by subway, bus or taxicab—more than the population of the State of Texas. Countless other thousands arrive by private automobiles and by railroad through the two great "feeder" railway terminals — Pennsylvania Station with more than 80,000,000 arriving and departing passengers annually, and Grand Central Terminal with 58,421,075 persons a year.

Safe and expeditious movement of these hundreds of thousands of motor vehicles and their passengers, while safeguarding the pedestrian, poses a problem that demands corrective and constructive action.

This problem is not solely confined to Manhattan. Most people who have never visited New York visualize it as a compactly-built metropolis of tall office buildings, apartment houses and theaters. It is all that and more. Outside the congested business and amusement areas of lower and midtown Manhattan, are areas of neighborhood shopping centers, and homes on quiet residential streets, apartments, schools and colleges—even typically rural sections outside the urban area of Richmond.

Manhattan comprises but 22.3 square miles of the city's total area and has a population (1950 census) of 1,936,540. Brooklyn — where most of the city's residents live — covers 80.95 square miles and has a population of 2,716,347. Queens sprawls over 118.6 square miles, with a population of 1,546,294. The Bronx covers 41.61 square miles and is the home borough of 1,444,903 people. Richmond covers 57 square miles on Staten Island and has a population of 191,015.

Each borough has its individual traffic problems, but — while each may be regarded in some respects as a separate entity, the life of the city as a whole is closely integrated. Traffic problems and conditions in one borough have definite bearing and relationship to those in other boroughs.

Progress made in the first year of the Department of Traffic's operation has been cited in the department's first annual report, submitted by Lloyd B. Reid, commissioner, who resigned last June and tendered the report to Mayor Impellitteri as his final official act.

Among the outstanding accomplishments of the year noted in the report were the installation of the initial portions of a traffic control plan to reduce congestion and accidents, shorten vehicular traveling time, and increase traffic carrying capacity of major thoroughfares. The plan provides one-way operation of vehicles and progressive traffic signal timing.

First and Second Avenues in Manhattan were converted to the plan on June 4, 1951, reducing delays to the extent that the time now required to travel the six-and-a-quarter-mile trip on either avenue is about one-third less than formerly. The number of vehicles stops on the two avenues has been cut 80 per cent, with the result that gasoline consumption has been reduced at the rate of about one-and-a-half-million gallons a year.

The change had an immediate impact on crosstown traffic movements. The old simultaneous signal operation was on a 90-second cycle; today it is operated on a 60-second cycle so that both crosstown vehicles and pedestrians benefit. The usual line of cars waiting to cross First and Second Avenues has been practically eliminated since there are now one and a half times as many green crosstown periods per hour as formerly. However, the time allotted for pedestrian crossings has not been reduced, even though the number of opportunities to cross has been increased.

Progressive Signal Timing

The department's overall traffic control plan provides for progressive signal timing not only on north-south streets, but also for eastbound-westbound major crosstown streets, such as 14th, 23rd, 34th, 42nd, 57th, and 125th. The first major Manhattan crosstown thoroughfare to receive progressive signal treatment during 1951 was heavily-traveled two-way 125th Street. It went into effect February 26, 1951. Test runs showed a 30 per cent decrease in the time required to make the crosstown trip.

Progressive timing also was installed on Ninth and Tenth Avenues, which earlier had been made one-way streets. This has accelerated transportation, reduced accident hazards, and conserved gasoline and time, particularly for commercial vehicles.

Progressive signal control also was inaugurated on Prospect Avenue in Brooklyn, providing continuous movement of traffic on that avenue at a set average speed of 25 mph. Checks show that vehicular delays were reduced 15 to 20 per cent. Pedestrians also benefited when the number of crossing periods were doubled. Other Brooklyn thoroughfares are slated for similar improvements.

Additional signals were ordered for Madison and Lexington Avenues, in a program to improve signal visibility for both motorists and pedestrians on heavily traveled thoroughfares. Many intersections on the two avenues were found to be equipped with but one signal post. The single signal is frequently obscured by trucks and buses, leaving other drivers with nothing to guide them. Where necessary, signal posts will be set up on all four corners of an intersection.

During the year traffic signals for both vehicles and pedestrians were installed at 39 other intersections for improved visibility.

Parking Problem Met With Meters

In a move to attack the parking problem in business areas where there is a great demand for short-time parking, the department installed 1,500 parking meters in five test areas. Study of these areas showed that a large percentage of the available curb space was occupied by cars parked all day. These cars comprised 30 per cent of all parked cars, but used 70 per cent of the parking time.

The meters, the report points out, will tend to reduce, if not entirely eliminate, the practice of double parking and cruising, by creating a greater turnover of available curb space. With meters, eight or more cars are able to park in a space occupied by one car all day.

Currently, the Board of Estimate has been requested to appropriate $1,277,000 for installing 13,000 more meters in other business and shopping areas in the five boroughs. If approved, it is expected that the devices will be ready to go into operation by mid-1952.

Congestion Eased in Garment Area

Traffic congestion in the Garment Area was relieved by a regulation prohibiting the movement of trucks over 33 feet in length between the hours of 8 a.m. and 10 a.m. and noon to 6 p.m. Monday to Friday. Such trucks moving to and from off-street terminals are excepted.

The regulation was adopted to supplant a voluntary plan of alleviation that was placed in operation in October 1950. The voluntary plan worked satisfactorily at first, but laxity developed and it became apparent that many parties involved were not complying. The congestion returned to its original acute stage and it was decided that mandatory action was necessary. The regulation limiting the operation of huge trucks in the area was put into effect on June 11, 1951.

With the opening of the Union Bus Terminal of the Port of New York Authority on December 15, 1950, many interstate buses were removed from the city streets and one of the causes of traffic congestion in the midtown area was abated. With bus terminal facilities available, the Commissioner of Traffic prohibited curb stops of interstate buses in the congested area. Today there are no approved interstate bus stops from 23rd Street to 59th Street and from Eighth Avenue to Lexington Avenue.

Coordinated Traffic Safety Movement

The urgent realization that a concerted attack must be made on traffic accidents within the city if the toll of fatalities, injuries and property damage is to be reduced brought about an important step toward this end.

Last March 13, Mayor Impellitteri, at the suggestion of the Department of Traffic, enlisted the aid of 65 organizations, comprising civic, business and labor groups, city agencies whose functions bear some relationship to the traffic safety problem, and public support groups in the traffic safety field to develop a coordinated effort to reduce traffic accidents.

A Citizens' Traffic Safety Conference was set up, the primary purpose of which is to pool knowledge and experience for dissemination of traffic safety information through all available channels.

To Page 26

TRAFFIC IN

Plutonium Land

TAKE two jiggers of plutonium, mix with a dash of neutrons, protons, and a pinch of atom dust, shake thoroughly approximately 23,000 people gathered from all over creation, plant them all in a community out in the State of Washington and strain through a narrow stretch of roadways and bridges. Chances are you'll come up with a helluva traffic jam.

You can always aggravate the situation by stressing the differences in custom and driving habits of these 23,000 strangers, but the story of Richland, Washington, doesn't end that way at all.

Strangely enough, with all the inconveniences of practically conjuring up a city from a hamlet, some vineyards, orchards and truck farms, the folks in Richland cooperated like crazy and in practically no time were setting all kinds of accident prevention records and acting like they had been selected on some test tube basis instead of the crazy quilt pattern which actually prevailed amid gobs of secrecy and the haste and waste of wartime, high priority relocation.

People in Richland, Washington, are living evidence that the tested accident techniques work, but good!

Now, you can talk about these things, but it wasn't always so. The hush-hush atmosphere of Richland—necessary in the interest of national security—obscured the activities of the community, trafficwise. Had you inquired what any of the Hanford Works employees were doing during this era, you might have been told that they were bending elbows for use with left-hand monkey wrenches, spinning red tape for governmental operations, or drawing invisible blue prints for top-secret war weapons.

The double talk, however, didn't seem to affect their abilities to get together on the subject of traffic control and accident prevention. And the fact is that chaos came out a bad last in the hurly-burly of traffic congestion surrounding the infant but strapping community.

Even the traveler holiday-bound got a reminder to play safe in traffic as he left the environs of Richland, Wash. Signs subtly wished him a "safe trip."

"Uncle Whiskers" moved in on the sleepy hamlet of Richland just nine years ago come March. At that time the population was a lusty 247, there was one hard surface roadway in town, a grade school and a high school. And to the north a tribe of Priest Rapids Indians were nearest neighbors.

In jig time, the Government moved in and established the Hanford Plutonium Works, which is now operated by the General Electric Company under contract with the U. S. Atomic Energy Commission. The Richland community was established to care for the influx of employees needed to man the plant.

Housing, roads, schools and all the facilities needed to expand a town a hundred times its size had to be built—conjured up, as it were, out of thin air.

By 1947, the traffic between Richland, Kennewick and Pasco was running bumper-to-bumper on a two-lane road. Richland streets were narrow, wasp-waisted where they should have bulged to accommodate the load and required constant attention from the engineering and enforcement side to make traffic control effective and prevent accidents.

Traffic safety education was a full-time job and the civic authorities accepted it on that basis.

Under contract with AEC, General Electric administers municipal government affairs, manages the various divisions within the municipal government. Richland, however, does have

an elected Community Council which acts in an advisory capacity to the Municipal Manager, R. H. Hopkins. And the civic attitude is such that its considered judgment has the force of the usual council or board of aldermen.

Working with the manager, Joe Miller, staff assistant; Paul O. Crowder, public safety coordinator; and the heads of the four municipal divisions make an efficient team. The four branches of the municipal division are: Public Works, managed by Clyde R. Bergdahl; Fire, Chief R. H. Hare; Parks and Recreation, C. F. Barnes, and Police, Chief H. W. Strock.

The town's safety organization had to crawl before it could walk and just before it got to the toddling stage, a village safety committee was organized. Its personnel comprised municipal employees and interested parties and its main objective was the establishment and maintenance of a public safety educational program. About two and a half years ago this organization was disbanded and the Richland Safety Council was organized. Paul Crowder was named manager. Its first president was Bert L. Sellin, president of the National Bank of Commerce; vice president was Mickey McGuire, and H. R. Emor served as secretary-treasurer.

Representatives from 31 civic organizations make up the safety council and public safety education is coordinated so that all the civic groups work with the police and fire departments, the schools and homes to make the community conscious of the need for unified action.

Bikes drove the city fathers nuts. Children approximate 39 per cent of the total population of the town and the birth rate in Richland is 20 per cent higher than the national average. This combination of statistics plus an ideal terrain for bicycling and the advent of school vacation gave village oldsters the jitters in 1949 and the school system and police department teamed up with the safety council to work out a bike safety program that would carry over during the summer months.

The Richmond Police Department operated an extensive bike safety training school during the summer to make the lessons stick. And — happiest factor of all—no child has been killed in a bicycle accident since the town was organized, though the figures show that 1.5 children between the ages of six to 18 own bicycles. Bikes approximate a third of the total traffic volume, so traffic-minded citizens and officials knew that they must move fast and wise to meet this challenge to their very lives.

Unlike other government towns operated by AEC, Richland has never been a closed city as far as freedom of movement is concerned. For nearly five years, however, Richland's civic door was shut to traffic death. Last July, however, the Grim Reaper struck and Richland chalked up its first traffic death to spoil that record. Five pedestrians were injured in traffic accidents in 1950 and 25 nonpedestrians to total 30 traffic injuries in accidents.

Traffic engineering was put to work last year, too. Davenport Street was established as a secondary arterial to divert part of the congestion. Goethals Drive was widened through the south part of the town's residential district. Duane Avenue in the same section of the village was widened and resurfaced. And Jadwin Avenue was completed through the Uptown Business District to join Stevens Drive, north for close to a mile and a half.

Enforcement was strict but fair and impartial. Of a total of 590 arrests and summonses issued in 1950 for hazardous moving violations, 538 were convicted with penalty.

Operation Safety plays a major role in the continuing public education program. In Richland, the Operation Safety themes are carried out by the Richland Safety Council and civic groups to the last detail of the National Safety Council's blueprint. During October and in spring clean-up week an extensive fire prevention program is worked out in conjunction

Turn Page

Robert H. Hopkins, municipal manager of Richland, at left, is presented with Governor's Traffic Safety Contest Award by Washington's Governor Arthur B. Langlie for first place among cities of equal size—1951 was a big year for Richland.

One of several off-street parking compounds in Richland. Off-street parking was a must in any calculations designed to make travel on the streets of the Washington community safe and expeditious. Richland folks are used to this type parking.

Plutonium Land

Above: A main arterial intersection channelized on By-Pass highway at Richland. Good street marking is characteristic of the Washington city's engineering. Improvements are practical, functional. At left: Parade held by the schools during child pedestrian and bicycle campaign last April.

with the Richland Chamber of Commerce and the fire prevention division of the Richland Fire Department.

Various safety programs are carried on by the Parks and Recreation Division and continuous safety checks are made of their equipment and the children's program by park personnel. The Public Works Division is constantly on the alert for hazardous conditions on the roads and streets and the public safety office and the police department keep their eyes peeled for such conditions and alert the public works agency whenever they spot them.

For a town afflicted with growing pains from the time Plutonium was added to the language of the man on the street, Richland, somehow, avoided most of the plagues which afflict boom towns. Although the village was populated (almost overnight) with people from every state in the Union and foreign lands, who brought with them every conceivable habit and manner of driving, mode of living and code of ethics, they learned to work together in plant and community to fashion an accident-free way of life that none of them will ever want to relinquish.

Although Richland may never win the Grand Award in the National Traffic Safety Contests (due to the fact that it is a government-owned town, it is not permitted to compete for the Grand Award in the NTSC), in the biggest contest of all—the effort of a community to live safely in this motor age—it has already walked off with the big prize.

Richland received the highest score ever given any city in America in the National Traffic Safety Contest of 1949 and again last year. It won top award in the "Atomic Sweepstakes"—the competition between Oak Ridge, Richland and Los Alamos. Last year and the year before, it tied for second place among cities its size in the National Pedestrian Protection Contest sponsored by the American Automobile Association.

Richland took first place in its population group to win a top award from the International Association of Chiefs of Police. Locally, in the Governor's Traffic Safety Contest it was first for cities of equal size last year. Fifth in rank among cities of the nation in the Fire Prevention Contest, sponsored by the National Fire Protection Association, the Washington town added more laurels by being first in the State of Washington.

The little Washington community is an important spot in America's plans for national security and it has come of age in many other ways, too. Seven elementary schools, two junior high schools and a high school comprise its educational plant, but the adult education program in traffic control and accident prevention dwarfs even the most grandiose dreams of those who contrived to create a city overnight.

Maybe the manufacture of the building blocks of eternity—the stuff that is fashioned into atom bombs and some happier day into the power that will revolutionize our machine age—is a business that plays a major role in fashioning careful citizens. It could be that Plutonium Land folk tend to walk lightly, with a feeling of deep-rooted insecurity that makes them want to conserve the vital moment. Such an atmosphere is hardly conducive to the reckless air that must be breathed before a man will gamble eternity for a second saved in travel. And maybe none of these things are true.

Until some genius probes the human mind to determine the root of our successes, our problems and failures, our attitudes and basic incentives, we will have to say that it all came about because the three E's were put to work by a whole community. The net result: It's not fashionable to be reckless in Plutonium Land. Traffic safety in that section of America is no mere personal matter of habit; it's a civic achievement and social grace.

ARNOLD H. VEY, Director
Division of Traffic Safety,
State of New Jersey

VEY HEADS NEW JERSEY TRAFFIC BODY

A NEW concept of State responsibility and leadership for traffic safety and expedition has taken form in New Jersey through Governor Alfred E. Driscoll's action in establishing a Division of Traffic Safety within the State Department of Law and Public Safety. In creating this new unit of state government by executive order, the Governor has provided a permanent organization to coordinate the activities of all levels of government within the state having any responsibility for the operational control of traffic and safety. In addition to its coordinating function, the new organization will carry on continuous extended research in all phases of the traffic problem.

Governor Driscoll's action was a further step in an administrative reorganization program begun in 1948. Studies of the traffic problem indicated the need for a clarification of highway operation responsibilities at the state level and the establishment of permanent machinery for effective inter-departmental coordination on the technical level. As a result, personnel of the new division will comprise, for the most part, employees transferred from other state departments concerned with the traffic problem as well as personnel from other state departments who will perform appropriate liaison duties with the new division.

In addition to its research and coordinating functions, the new division is required to develop a continuing and broadened program of driver education and enforcement action among all levels of government. Among responsibilities will be that of conducting inquiries and investigations pertaining to traffic and safety as well as assisting in an advisory capacity traffic authorities of local governments in problems of traffic control and regulation.

The governor's order provides that the new division shall operate under the attorney general and also provides that the attorney general shall establish a State Coordinating Council on Traffic and Safety comprising specified state, county and local officials, and the executive director of the New Jersey State Safety Council. The function of the Coordinating Council includes review of the recommendations of the new Division of Traffic Safety, conducting (on request) hearings on subjects pertaining to traffic and safety and presenting suggestions for study and development.

Specifically, the State Coordinating Council will consist of the following officials: The Attorney General as chairman, State Highway Commissioner, State Commissioner of Education, Chief of Staff of the State Department of Defense, Commissioner of Conservation and Economic Development, Superintendent of State Police, Director of the Division of Motor Vehicles and Director of the Division of Traffic Safety, Chairman of the Committee on Public Safety of the Association of County Freeholders, Chairman of the Committee on Public Safety of the New Jersey State League of Municipalities, Chairman of the Committee on Public Safety of the State Association of Chiefs of Police and the Executive Director of the New Jersey State Safety Council.

Arnold H. Vey, former state traffic engineer, is the director of the new Division of Traffic Safety.

When Governor Driscoll announced creation of the new Division of Traffic Safety, he said that immediate and realistic action must be taken to curtail the appalling and mounting loss of life, personal injury and destruction of property on our highways. He also pointed out that present day traffic problems and the ever-increasing number of vehicles on the road has reached a point beyond the facilities of any single agency or group. In order to maintain necessary supervision of traffic flow, minimize traffic congestion and to extend as far as possible the safe and efficient use of existing highway facilities, a realistic program, coordinated for action among all official agencies as well as civic groups is imperative.

The new division will be required to provide proper guidance, technical assistance and coordination to eliminate overlapping, duplicating, and conflicting efforts to improve the efficient use of the entire roadway network of the State among all state, county and municipal agencies vested with authority in the field of highway transportation.

New Jersey has consistently ranked among America's more progressive states in the employment of advanced traffic safety techniques. The results of this latest advancement in organization for traffic improvement may set new standards of accomplishment.

A Policeman's Story

Law's Grim Auto Death Duty - Breaking News to Families

By Peg Sonenfield,
Reporter on the staff of *The Washington Post*
Reprinted through the courtesy of ***The Washington Post.***

THERE is no easy way to learn that someone in your family has been killed in traffic.

There are few comforting words available for the traffic officer who must knock on the door of a home with the grim news that a father is dead in a traffic accident.

Rarely is there an easy way to restore a family of broken hearts to its normal way of living.

Yet, in America, this sad news with one variation or another, has come to one million families since 1899. In Washington, D. C., alone, 2,560 persons have died since 1923 and 68 have died this year.

A dozen times every day the report comes over the police radio . . . "Investigate an accident . . . believed to be serious . . ." and a dozen times every day, a policeman faces the grim reenactment of a role that varies in its details but is never without its heartaches.

When Call Comes In

"If people saw what we see each day," says William Liverman, captain of the D. C. Accident Investigation Unit, "there would be few accidents."

And then the men of his unit go on to tell the story. . . .

"You're in a patrol car," they recount, "and you hear the police radio, 'Accident . . . believed to be serious . . . maybe a fatal . . .' and you think to yourself, well here we go again.

"It's twilight, perhaps. All the Christmas lights are up and you wonder, as you head towards the scene of the accident, what kind of a Christmas some poor souls are going to have.

"There's the usual group of silent people gathered by the time you arrive. You push through, and there on the ground, in a little heap, is a man. His coat's torn, he's lying half in a puddle and Christmas packages are scattered all about him. A man is standing over him crying.

"A few feet ahead there's an empty car, its door swinging open. You've got the principals of the accident right there in front of you—one dead, the other wishing he were dead.

"You speak to the driver. You figure he's about 50—a nice-looking man with white hair. He tells you his name—call him Simpson. He's crying and he keeps telling you, 'I've never been arrested before in my life.' He says he doesn't know how it could have happened.

"The ambulance arrives. You ride along to the hospital. The doctor just shakes his head.

Breaking the News

"At the hospital you check identification. For the purpose of the story, let's call him Claude Gleason, aged 36. In his wallet are pictures of three little kids—about the ages of your own.

"Then you've got to tell Mrs. Gleason. You've done such things a dozen times, but you feel the sweat gather and your heart's a lump in your stomach. You try to think, as you have before, of some new way to twist the words. But finally, they always come out the same: 'Your husband was killed this evening in an automobile accident.'

"You walk up two flights of steps to an apartment, thinking of the times you've done this before. You think of the times you've brought this same word to an invalid mother whose sole support has been killed; to a family of frightened children orphaned by the accident; to a bride of three days; to a father of four, staggered by the news.

"You ring and Mrs. Gleason comes to the door. She has a baby in her arms and two at her heels. She looks at your uniform and your sober face and she dies a little, right then.

"'Are you Mrs. Claude Gleason?' you ask.

"'Yes, I'm Mrs. Gleason, is anything wrong?'

"'Mrs. Gleason, I'm afraid your husband has been involved in an accident.'

"'Oh no,' she says, 'It can't be. Claude is always so careful.' One of the little ones starts to cry and says, 'Mommy, where's Daddy?'

Tidings of Grief

"You go on into the little apartment and she keeps begging for information. Finally she says, 'He's dead isn't he?' You tell her how sorry you are. You say all the things you're supposed to say and you keep looking at the children.

"She pleads with you, as if you can bring back her husband and she asks you, 'But how am I going to take care of the children? What's going to happen to us?' and you just stand there.

"Then she asks incredulously, 'But why did it have to be Claude? He was such a good man and such a good father. Why coudn't it have been somebody else?'

"She sits there on a worn sofa, her body bent forward, one hand to her forehead and the other wadding a handkerchief. The kids sit silently on the couch beside her, their eyes big and scared. Finally you take her to the hospital.

At the Driver's Home

"Wearily you arrive back at the station and then the whole dreary mess begins all over again. Simpson, the driver, has been arraigned, but sometimes for some reason you have to go to his home.

"He opens the door. His wife is sitting on the couch behind him, looking like a duplicate of the dead man's wife.

"'How is Mrs. Gleason?' he asks, and what can you do but shrug. He understands, and settles wearily into the couch and says, "Why couldn't it have been me?' You know he means it.

To Page 29

GREEN CROSS News

by TOM A. BURKE

ALFRED W. LUECKE, assistant executive secretary and special field representative for the Minnesota Safety Council has been chosen acting executive secretary of that organization. The appointment, made on December 15, has just been announced by President A. V. Rohweder.

Mr. Luecke

Luecke succeeds Charles H. Zealand, who retired recently after 22 years of service with the organization, which was founded in 1928. Manager Zealand joined the staff in 1929.

Mr. Luecke is widely known throughout the state. He served at one time as president and secretary of the State Association of County Auditors; was chairman of the Legislative Committee of the County Officials Association; president of Lions International at Faribault; and for several years was official representative of the State Tax Conference, representing the county officials of Minnesota.

He also served as State Relief Administrator and for a time was consultant on county finance for the state.

Mr. Zealand

Luecke joined the Council staff in 1940. He is a graduate of Faribault High School, Faribault Business College and La Salle Extension University, Chicago.

Mr. Zealand has moved South and is located at 108 Person Street in Louisberg, N. C., where he has a son and other nearby relatives. Mr. and Mrs. Zealand recently celebrated their 56th anniversary. He has many friends in safety throughout the country who have watched with interest the development of the Minnesota Safety Council under his able direction.

Kentucky's Tragic Review

The Louisville *Courier-Journal* on January 1 featured a full page display listing the names, ages and addresses of the 716 persons killed on Kentucky highways during 1951. Each fatality was listed on a separate line and the grim toll was shown by months. A heavy black border was used around the page and the masthead read "Kentucky Automobile Accidents Claimed These Lives Last Year." A strong editorial statement followed, including this pertinent paragraph: "This is a somber note for New Year's day but the *Courier-Journal* believes that the names, ages and homes of all these people are a more powerful dramatization of the accident rate today than any number of statistics."

New Dayton Manager

Marvin Purk of the safety department of Frigidaire Division, General Motors, has been appointed manager of the Safety Council of the Dayton Chamber of Commerce. He assumed his new duties the first of the year. Purk succeeds Donald H. Battin who has been called back into military service as a reservist. Battin left for Camp Polk, Louisiana, on January 20. Purk comes to the Council with an excellent background of industrial experience, having been with Frigidaire for 11 years, five of which were spent in the Safety Department.

Hoagy and Mayor

THAT interested looking chap with the stardust in his eyes at left is none other than Hoagy Carmichael shown with Shreveport's Mayor Clyde E. Fant at the big annual meeting of the Caddo Bossier Safety Council held jointly with Civil Defense agencies at year's end in the Louisiana State Fair Grounds at Shreveport. A crowd of approximately 4,500 attended and were brought up-to-date on safety matters and viewed the cooperation of state, district, parish and local Civil Defense organization with Civil Air Patrol, Red Cross, Boy Scouts, American Legion, VFW's, city and county officials and other interested agencies. Hoagy's participation provided just the right musical flavor to make the affair an All-American event.

Year-Round Courtesy

The Watertown (N. Y.) Safety Council sponsors a year-round courteous driver campaign, singling out one driver each month for fitting commendation. Council members observe acts of special courtesy by motorists and report them to the Council. The facts are checked and also the driver's accident record. At the Council's monthly meeting one driver is selected as the "Courteous Driver for the Month" and a license plate plaque that can be attached to a car is presented. The winner is played up in the press and a local gas station provides free a grease job and crank case change. Up to January 1, ten awards had been made . . . Sergeant Floyd W. Trickey, traffic control officer and one of the leaders in the safety council, reports

To Page 40

OSCARS FOR SAFETY

By Dan Thompson
NSC Director of Radio

SOME of the brightest stars in radio and motion pictures gave valuable assistance to the National Safety Council in its 1951 campaign to prevent accidents.

Contributing outstanding service to safety as members of the Council's Motion Picture and Radio Committee, 13 artists and a singing group were voted the NSC Award of Merit for Exceptional Service to Safety during 1951.

"It is very gratifying to have the support of radio and motion picture stars," said Ned H. Dearborn, president of the Council. "Their contributed services have made it possible for the Council to reach millions of listeners with safety appeals designed to cut the accident toll. We know that the popularity of these celebrities is responsible for the fact that many of our transcriptions and special broadcasts were more successful in 1951 than ever before."

The artists receiving the award were Robert Young, Roy Rogers, Phil Harris, Jack Berch, Gloria De Haven, Del Sharbutt, Frank De Vol, Dave Gregory, Ace Ochs, Harry Von Zell, The Sportsmen, Lanny Ross, and James Melton.

Lanny Ross, Mutual Broadcasting System star, received the award for contributing his services for six five-minute musical programs entitled "Signs of Life." These transcribed programs were requested by more than 1,000 stations throughout the United States.

The Sportsmen received the award for a series of five one-minute musical appeals made during National Farm Safety Week. These recordings were requested by 445 radio stations.

To Page 22

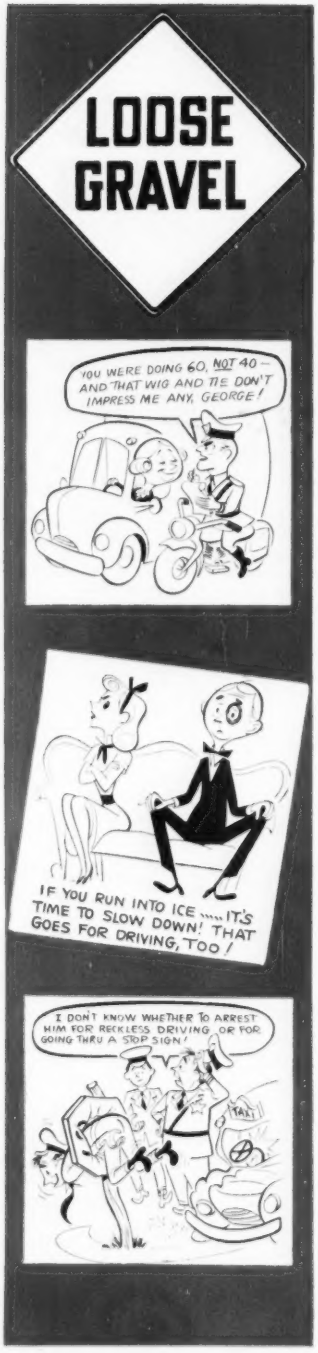
Robert Young, star of NBC's "Father Knows Best" radio program was honored by the National Safety Congress for the emphasis he gave the "man-to-man" and "dad-to-daughter" agreements on the air. Here he is addressing the 39th National Safety Congress banquet in October, 1951.

Jack Berch, famed ABC star, is shown as he received the National Safety Council's Award of Merit from Ned H. Dearborn, president of the National Safety Council. This presentation was made over the air in recognition of Mr. Berch's many contributions to safety during 1951.

Lanny Ross, star of the Mutual Broadcasting System, is one of the stars of the radio and motion picture world who performed exceptional services to safety in 1951. Mr. Ross and his wife contributed their services for six five-minute musical programs entitled "Signs of Life."

Phil Harris, chairman of the Motion Picture and Radio Committee in 1951, and Gloria DeHaven, vice chairman, are shown going over a script for one of the shows in which they appeared to put in a plug for safety.

Roy Rogers and Dale Evans are shown with the trophy they offered in connection with the Roy Rogers' School Safety Awards for 1951. This award will be offered again in 1952 by Mr. Rogers and his wife.


LOOSE GRAVEL
YOU WERE DOING 60, NOT 40 — AND THAT WIG AND TIE DON'T IMPRESS ME ANY, GEORGE!
IF YOU RUN INTO ICE ..... IT'S TIME TO SLOW DOWN! THAT GOES FOR DRIVING, TOO!
I DON'T KNOW WHETHER TO ARREST HIM FOR RECKLESS DRIVING OR FOR GOING THRU A STOP SIGN!
TAXI

OSCARS for SAFETY

From Page 20

James Melton, who transcribed the safe winter driving appeals for the 1950-51 season, received the award for 10 one-minute musical appeals distributed to more than 800 stations throughout the United States.

Roy Rogers received the award for his continued interest in sponsoring a school safety contest.

Robert Young was voted the award for the continuing emphasis he gave the man-to-man and dad-to-daughter safe driving agreement as a part of his "Father Knows Best" show.

Phil Harris received the award for contributing his services for special broadcasts and for his activities while chairman of the Motion Picture and Radio Committee throughout the year.

Jack Berch received the award for featuring safety on a great number of his ABC broadcasts during 1951.

The other artists who received the awards contributed their services for special safety programs.

Death On The Streets

Reprinted courtesy of the Vancouver (B. C.) *Province*

CRITICISM of the Vancouver police for adopting traffic patrols in ordinary cars, unmarked by the usual police gadgets, has met with a strong current of counter criticism. The letters to the editor demonstrate that a great many people realize that if our traffic death and damage toll is to be kept down we must use extraordinary methods.

A traffic officer has as much justification to "disguise" himself in an ordinary touring car in order to catch a potential traffic killer as a detective on the force has to wear plain clothes when tracking down a gunman.

Let's not get carried away with this talk about Gestapo methods. The fact is that every one of us who buys a license to operate a motor vehicle has a moral and legal obligation to obey the law. And when we break the law, to the danger of the public, we have no right to grumble if we are caught by an officer patrolling in an unmarked car.

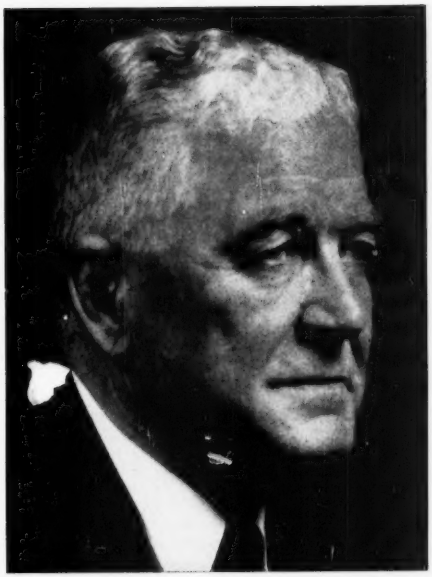
In the early days of the automobile the professional joke writers made a sort of a game of cops and drivers. And the feeling grew that "getting away" with a traffic offense was an innocent victory over the cops. And the early day motorists, because therer were a few of them, managed to kill themselves without taking too many along with them.

In today's traffic any motor vehicle is a potential killer. Today's drivers know that safety for themselves and the public lies in constant vigilance. And they know the temptation to cut the corners of the law.

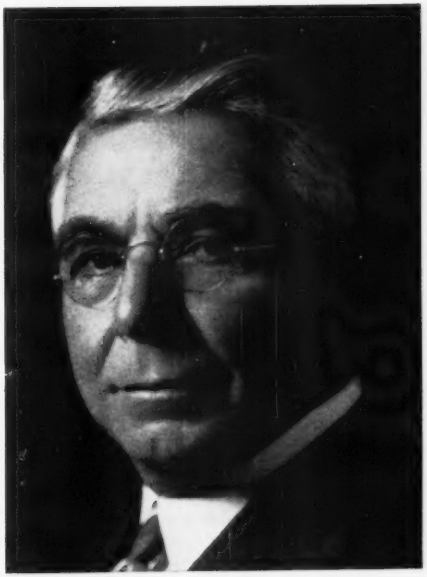
If we were all perfect we would not need any traffic cops. But every honest motor vehicle operator will admit that traffic laws are better obeyed by himself and the pedestrians when both know the law may have an eye on them.

Enforcement of traffic laws has become a major part of the police duty in protecting the public.

Prominent Attorney Heads Trustees



Lee Warren James
Chairman of the Trustees, National Safety Council



William Adolph Irvin
1873-1952

LEE WARREN JAMES, prominent New York attorney, has been elected chairman of the Trustees of the National Safety Council to succeed the late William A. Irvin.

Shortly before his death, Mr. Irvin proposed to the Trustees that Mr. James be elected chairman. This was done, and at the same time the Trustees elected Mr. Irvin honorary chairman.

Mr. James is a lawyer with 50 years' experience in the general practice of law, serving varied interests in all branches. Among his clients were many of America's greatest corporations. Many companies have started under his direction, and he has been an executive of an insurance company writing life, accident and health insurance.

He was chairman of the non-partisan committee for the adoption of a commission-manager form of government for Dayton, Ohio, the city in which, in 1896, he began the study of law in one of Dayton's most distinguished law firms.

For the past six years Mr. James has been president of the Metropolitan Club in New York City. During his term, he has guided the club through a critical reorganization period and has been instru-

To Page 36

THE passing of WILLIM A. IRVIN on January 1, 1952, removes an outstanding figure from the steel industry and from the safety movement.

Throughout his long career in industry he was active in accident prevention. As a former president and member of the board of directors of United States Steel Corp., he had an important part in shaping the policies of an organization which had pioneered in industrial safety.

When the emergency of World War II brought multiplied accident problems in the hastily expanded war industries, President Roosevelt called upon the National Safety Council for help. Mr. Irvin accepted the chairmanship of the War Production Fund to Conserve Manpower. His untiring personal efforts made possible a greatly expanded program of accident prevention which was felt throughout American industry.

With the coming of victory, Mr. Irvin continued to serve the cause of safety as chairman of the National Safety Council's Trustees and head of its Public Service Fund.

Born in Indiana, Pa., December 7, 1873, Mr. Irvin became a telegraph operator with the Penn-

To Page 39

FLEET NEWS

LET'S TELL THE STORY OF ACCIDENT PREVENTION

By Frank Davin

ONE of the big dramatic stories to come out of World War II involved a critical operation performed by a scared pharmacist's mate aboard a submarine on patrol in Japanese waters.

This operation — an appendectomy and an emergency case at that — was performed by a trembling gob with improvised surgical instruments and no more knowledge of the techniques and operating procedure than could be gleaned from one of the Navy's surgical handbooks.

With rare courage, the pharmacist's mate followed the blueprint laid out. With none too much skill he concluded this delicate operation—and, miracle of miracles, the patient not only lived but also came home to tell the whole world the wonderful story.

The movies did quite a job on the story. Some of you may remember the Hollywood version in the movies or via television, or perhaps you heard the story dramatized on other media. It left all of us with a catch in our throats and a vivid sense of the drama of that scene when the old college try paid off big for that lad on the operating table, fathoms deep under a hostile sea.

The best blueprint is always the one that is based on the experience of others. All our knowledge is really a summing up of successful experiences, and the collective experience of many is more valid than the mere opinion of an individual.

If we haven't been telling the story of accident prevention in a way that compels public attention, it's not be cause John Q. Public is a dope. Candor would compel us to admit that, perhaps, we are dopes and—maybe—bores to boot. Maybe we haven't been following the right blueprint. Let's interest John Q. in our story and keep him interested in it. Let's tell him the story in language he can understand and terms that fit his knowledge of us.

How do you do this? It's not simple. It just looks that way. The specifications have long since been drawn up. Paul Jones, director of public information for the Council, wrapped them up in an article in PUBLIC SAFETY under the title, "Let's Mug It Up." It's required reading for anyone who wants to get publicity for his outfit and it ought to be in the fleet supervisor's library.

If you can accept coaching from a guy who gets accident prevention copy in the newspapers, on the radio and the TV and movie screens—strictly for gratis and free, you'll want to know some of the do's and don'ts of publicity. And you'll learn to keep your stuff interesting, unstuffed, sharp and useful to the harried members of the working press and radio if you follow Paul's leadership.

Just a word of caution, though, such as the perfume salesgirl gave to her attractive but prim-looking blonde customer. Said the salesgirl, "Don't use this stuff if you're only bluffing."

We've got to tell the story of accident prevention to a lot of people. Top management has to know the whole story. Your drivers, mechanics, in fact your total working personnel has to know the whys and wherefores of the accident prevention story before you can tell the world about it.

The trouble with some safety directors is that they stop looking for work when they get the job. And many companies think they've covered the subject when they've hired themselves a man to head up an accident prevention post.

Of course, you can't even begin to tell your story until you have some conception of what your accident prevention program is doing. You have to know and be able to show that your fleet is having fewer accidents this year than last, or whether you're just holding your own. You have to know and be able to name which drivers are having the accidents and which are not and why the ones having the accidents are having them.

And, if you're fortunate enough to have incorporated the National Safety Council's Safe Driver Award Program as an integral part of your accident prevention program, and some of your drivers qualify for awards, you're really in luck. When you arrange your Award Presentation program, you can inform the press and radio and the trade press that certain of your drivers have qualified for and will receive the "nation's highest honor for professional safe driving performance, the NSC Safe Driver Award."

This not only promotes more safety but, glory be, it lands in the paper and on the air!

The newspapers, magazines, trade journals and radio have something to talk about. It's news that umpteen of your drivers, by qualifying for this award, have placed themselves in the upper third of all those engaged in the skilled occupation of motor vehicle operator.

And to give further news value to your story, the standards for the NSC Safe Driver Award were set by representatives of more than a thousand transportation organizations from coast to coast. They are exacting, and, when a goodly number of your operators are wearing them and earning them annually, you can truly say that they are—individually and collectively—furnishing increasingly valuable assistance in setting a pattern of safe "motor manners" for all motor vehicle operators in your area.

That's the meat of the good fleet safety story—if you are using the NSC Safe Driver Award program and your operators qualify for it. But, do you get all the mileage out of the story, or are you going to try and sell the news desk or radio program or TV director a bunch of charts and graphs to illustrate what a splendid job you have done for What Cheer, Iowa, and the Amalgamated Consolidated Forward and Backwarding Corporation, Inc.?

Wouldn't you think that a program which lowers the cost of your maintenance, reduces the number and cost of the accidents your fleet is involved in and leaves you with money in the bank instead of a hole in your pocket, would provide newsworthy copy so that you can tell your story to the whole community? When your records show that your accident prevention program is producing those results, your copy is bound to make news.

You can angle your copy to all sides of your newspaper, trade journal, magazine, radio or TV station. You can make the business section, feature section, or the front page your target. And, if you keep your copy chockful of news, chances are you'll have a good batting average in the publicity league.

And I might add that your chances of making the roto section of the Sunday magazines are materially higher if you can maneuver a photo of some pretty girl pinning a National Safety Council Safe Driver Award on one of the award winners than they will be if you come up with a picture of your vice president in charge of profits and loss shaking hands with the same award winner. I don't know why it is. The public, perhaps, ought to be just thrilled to their pinkies at the prospect of seeing a company official in the rotogravure sections, but—somehow—that noble scene leaves the readers cold.

There are approximately five questions which must be answered in any story. They cover who, what, when, where and usually why.

This quintette of questions tells you what to do and what not to do. Timing is important. Your publications will want to know all about the planned event *before* it happens. Give them all the facts available in advance. If you can't do that, give them to the press and the trade journals just as soon as you can latch on to the facts, but don't send them along about a month afterwards and expect to get any space. If you don't think it's news, do you honestly suppose the editors will?

The answer to the question, "Who?"—ought to intimate to you that some people are more important—newswise—than other people. Your top local public officials carry some weight in the local press. You can always tie up the local story with a quote from the National Safety Council and you will find the Council staff willing and ready and anxious to help you at any time—given sufficient notice.

If you went to school with the editor of your local newspaper, you ought to know him well enough to know that he thinks of himself as a professional man, not a messenger boy, or a publicity man for you or your company. You will want to remember this when temptation strikes and you feel the urge for publicity coming on.

Line up your facts. Answer the questions — who, what, when, where and why—in sensible order. Liven up your copy with some photos of some of your operators and some of your top brass and get quotes from all of them. You'll find that one side of the newspaper or radio station—the woman's side, will even be interested in the kind of partnership that your operators have enjoyed in winning their NSC Safe Driver Awards.

And I'll bet you that photos of that Safe Driver Award winner in the bosom of his family, resting in the evening, getting a good hearty breakfast and a kiss from his wife in the morning—and you can visualize the balance of the photo script—will rate feature space in your newspaper. Why? Because it's about how people live. It's human interest stuff—not a profit and loss statement. Your real profit and loss statement will always be the services rendered by your company, not the mere tabulation of monies earned or lost in any given time.

We have assumed all through these remarks that you are and have been telling the story of accident prevention to everyone on the company payroll. Of course you know all about the use of bulletin boards and fleet contests and the standard stuff that fleet men talk about at Safety Congresses. You must be telling your own organization about the accident prevention program, or you haven't got one.

All you have to do to tell the world about your program is to cite its results and relate the methods by means of which all of the people working for your company came to know how to prevent accidents, what they do, how they do it and some of the reasons why they do things, operationally.

You ought to give some thought to the problems which the editor encounters when he tackles the job of writing or rewriting a story about your fleet. He will want to give his readers some idea of the size and importance of the enterprise. For this reason, we tell him how many vehicles and what kind—comprise the commercial vehicle fleet. We tell him how many operators are employed and we give him a round number of miles driven annually. We can break this down to a monthly figure and even a daily figure for further illustration of the size of the operation. We have often used the simile of how many times around the earth this would represent and we could project these mileage figures to picture any other comparable distance which would have meaning to the readers.

Since we are explaining the size of the operation, it is entirely proper to include some mention of the kind of traffic encountered by these vehicles on their daily rounds. We also ought to include the number of terminals, the supervisory force necessary to keep them organized and functioning, the preventive maintenance staff—in fact a breakdown of all company personnel. Only—keep it interesting; give it the human touch; make the people real.

The cargoes carried can furnish the editor and his readers with a rough idea of the importance of the fleet operation to the general well-being of the community. To the average citizen, a truck is just something that takes up room at the curb or out on the highway. When he sees it as a transporter of things he needs and uses, its utility becomes important to

To Page 36

New York's Traffic Control Program

From Page 13

School Safety Plan

As part of its activities for traffic safety, the Department of Traffic launched a program for the protection of pupils of more than 1,000 public and parochial elementary and junior high schools in the city.

This program, now under way, provides individual traffic safety plans for each of the schools, taking into consideration location of entrances and exits of the schools, school yards and playgrounds, assignment of school patrols, the use of police officers, location of traffic signals, "STOP" signs and bus stops, and the number of students residing in the various directions from the school.

Under this plan, designed to provide protection for pupils on their way to and from school, it is intended to hold school crossings to a minimum and to provide maximum protection for these crossings. A program of education in the use of these plans will be given pupils and their parents by the respective schools, police and traffic officials.

Traffic Studies Made

During the year 1,494 traffic studies were conducted as part of a continuous program which began July 1, 1950. Vehicular traffic volume was measured by means of portable counting machines. Manual counts also have been and are being made of turning movements of vehicles, pedestrian movements, observance of traffic signals by pedestrians, effectiveness of traffic signal operations, measurement of speed of vehicles, delay studies and parking studies.

Traffic counting machines were used to make many special surveys at the request of city departments and private firms doing work for the city.

New Signs Developed

In connections with the establishment of traffic regulations and other traffic control on the streets, many new designs for signs were developed, following national and state standards insofar as practical and desirable. The designs utilized improved dimensions, simplified messages and improved lettering for better visibility. Parking regulations in particular were the subject of new sign designs. There is a steady replacement of old signs by new designs.

Signal Maintenance Program

Since taking over from the police department the functions of installing and maintaining traffic signals, signs and marking, almost all of the traffic signal stanchions in the city have been repainted. About three-fourths of the lenses and reflectors have been or are being cleaned. Progress is being made in removing about one-third of unusable traffic signs. These functions require an expenditure of almost $1,000,000 a year. At this time, there is a maintenance shop in each borough and a traffic signal construction shop.

Newly-acquired, self-propelled pavement-marking machines are in operation, remedying a lack of proper pavement markings for motorists and pedestrians.

NEW PUBLICATIONS in the field of Public Safety

Books and Pamphlets

Analysis of Mechanical Defect Accidents of Motor Vehicles 1950. Published by Interstate Commerce Commission Bureau of Motor Carriers, Washington 25, D. C., 1951. 71p.

Cement and Concrete. Published by Portland Cement Association, 33 West Grand Ave., Chicago 10, Ill., 1951. 111p.

How Roadside Features Affect Traffic Accident Experience. Second Progress Report on Michigan Study. Published by Michigan State Highway Dept., Lansing, Mich., 1951. 30p.

1951 Foreign Passenger Car Survey. Prepared in cooperation with U. S. Bureau of Public Roads. Published by Oregon State Highway Department, Salem, Ore., 1951. 19p.

Proceedings, Third California Conference on Street and Highway. Published by The Institute of Transportation and Traffic Engineering, 1951. 132p. Available from University Press, University of California, Berkeley 4, Calif. Price $1.00.

Specific Recommendations to Improve Connecticut's Traffic Safety Program. Published by Connecticut Safety Commission, Hartford, Conn., 1951. 36p.

Studies in Night Visibility. Published by Highway Research Board, 2101 Constitution Ave., Washington 25, D. C., 1951. 51p. (Bulletin No. 43)

Summary of Motor Vehicle Acts 1952. Published by Automobile Club of Southern California, 2601 South Figueroa St., Los Angeles 54, Calif., 1951. 443p.

Magazine Articles

Adult Driver Course and Bronx Clinic Popular. By Richard H. Daily. (In *Safety*, Dec. 1951. p.9)

The Behavior of Drivers at Uncontrolled Intersections. By Wolfgang S. Homberger. (In *Traffic Engineering*, Dec. 1951. p.105)

Detroit Without Mass Transportation for 59 Days. By John J. Dobelck. (In *Traffic Engineering*, Dec. 1951. p.101)

Fiery Weekend Tests Rochester and Area Fire Forces. (In *Fire Engineering*, Dec. 1951. p.982) (Vol. 104, No. 12, p.982-983)

Honolulu Goes to Work on Stopping in Time. By James A. Duncan. (In *Traffic Review*, Fall 1951. p.24)

Measurements of Car Speeds. By J. M. Keneipp. (In *Traffic Review*, Fall 1951. p.6)

Modern Traffic Engineering in Houston. By Thos. E. Willier. (In *Traffic Engineering*, Dec. 1951. p.96)

Money Talks in the Anderson Safety Program. (In *Fleet Owner*, Dec. 1951. p.54)

Psychology Study. (In *California Highway Patrolman*, Dec. 1951. p.14)

Spill Fire Leads to New Method of Controlling Floating Oil. (In *Fire Engineering*, Dec. 1951. p.980) (Vol. 104, No. 12, p.980-981)

Traffic Engineering and Highway Planning in Michigan. By Charles M. Ziegler. (In *Traffic Engineering*, Dec. 1951. p.91)

Traffic Safety in Western Germany. By Joseph L. Lingo. (In *Traffic Review*, Fall 1951. p.14)

Coming Events in the Field of Safety

Feb. 19-21, Urbana, Ill.

Thirty-eighth Illinois Annual Conference on Highway Engineering. Contact Wm. S. Pollard, Jr., University of Illinois College of Engineering, Urbana, Ill.

March 2-4, Atlanta

Thirteenth Annual Southern Safety Conference and Exposition (Biltmore Hotel). Contact Braxton B. Carr, executive director, Southern Safety Conference, 2120 First Avenue North, Birmingham 3, Ala.

March 4, Hamilton, Ohio

Seventh All Day Butler County Regional Safety Conference (Moose Auditorium). Presented jointly by Middletown and Hamilton Safety Councils. Contact Russ Hicks, executive director, Hamilton Safety Council, Anthony Wayne Hotel, Hamilton, O., or Paul E. Wilson, director, Middletown Safety Council, 101 North Broad Street, Middletown, Ohio.

March 6-8, Atlanta

Fourth Annual Meeting of the American Academy of Forensic Sciences (Biltmore Hotel). All those interested in presenting papers contact: Dr. A. W. Freireich, program chairman, 180 Hempstead Avenue, Malverne, N. Y.

March 11-12, South Bend, Ind.

Thirteenth Annual Northern Indiana-Southern Michigan Safety Conference (Indiana Club, Hotel Oliver). Contact Eli D. Miller, Safety Council, Chamber of Commerce, South Bend, Ind.

March 12, Akron, Ohio

Ninth Greater Akron Safety Conference (Mayflower Hotel). Contact T. J. Cain, general chairman, Safety Council of Akron, Chamber of Commerce, Ohio Bldg., Akron 8, Ohio.

March 13, Washington, D. C.

Annual Meeting of the National Committee for Traffic Safety (Hotel Statler). Contact Paul H. Blaisdell, executive director, 425 North Michigan Avenue, Chicago 11.

March 17-18, Boston

Thirty-first Annual Safety Conference and Exposition of the Massachusetts Safety Council (Hotel Statler). Contact Edgar F. Copell, president, Massachusetts Safety Council, 31 State Street, Boston 9, Mass.

March 20-22, Nashville

Fifth Annual Governor's Safety Conference (Maxwell House). Contact Nolen E. Puckett, executive director, Tennessee Safety Council, 101 Cotton States Bldg., Nashville, Tenn.

April 1-4, New York

Twenty-second Annual Convention Greater New York Safety Council (Hotel Statler). Walter A. Gustafson, general chairman, Greater New York Safety Council, Inc., Lincoln Bldg., 60 East 42nd Street, New York 17, N. Y.

April 7-10, Detroit

Twenty-second Annual Meeting of the Michigan Safety Conference (Hotel Statler). Contact Frederic W. Krupp, executive secretary, 174 East Atwater Street, Detroit 26, Mich.

April 9-10, Louisville

Kentucky's Milestone Safety Conference and Exhibit. Seventh Kentucky Statewide Safety Conference and Exhibit and Third Annual Governor's Highway Safety Conference (held concurrently at Hotels Kentucky and Seelbach). Contacts: Capt. Estel Hack, manager, Louisville Safety Council, Speed Building, Louisville; Charles B. Jones, executive secretary, Governor's Highway Safety Committee, State Office Building, Frankfort.

April 15-17, Columbus, Ohio

Twenty-second All Ohio Safety Congress and Exhibit (Deshler-Wallick Hotel). Contact James H. Fluker, Chairman, The Industrial Commission of Ohio, Columbus 15, O.

April 16-18, Charleston, W. Va.

Eighteenth Annual West Virginia Safety Conference (Daniel Boone Hotel). Contact E. G. Volz, general chairman, West Virginia Safety Council, Inc., Daniel Boone Hotel, Charleston, W. Va.

April 21-22, Toronto, Canada

Annual Conference and Exhibit of Industrial Safeguarding (Royal York Hotel). Contact R. G. D. Anderson, general manager, Industrial Accident Prevention Associations, 600 Bay Street, Toronto 2, Ontario, Canada.

April 22-23, Ft. Wayne, Ind.

Ninth Annual Northeastern Indiana Safety Conference & Exhibit. Contact Ivan A. Martin, manager, Safety Council, Chamber of Commerce of Fort Wayne, Fort Wayne 2, Ind.

April 23, Bridgeport, Conn.

Seventh Annual Connecticut Industrial Safety Conference (Hotel Stratfield). Contact A. M. Addison, manager, Connecticut Safety Society, c/o Connecticut State Highway Department, Hartford, Conn.

April 28-30, Washington, D. C.

Annual Meeting of the United States Chamber of Commerce.

April 28 - May 2, Lafayette, Ind.

Eighth Annual Seminar and Training Course for Arson Investigators. Purdue University. Contact J. L. Lingo, director, Public Safety Institute, Purdue University, Lafayette, Ind.

May 6-8, Chicago

Twenty-ninth Annual Midwest Safety Show (Congress Hotel). Contact Joseph F. Stech, manager, Greater Chicago Safety Council, Suite 806, 10 North Clark Street, Chicago 2.

May 4-6, Asheville, N. C.

Twenty-second Annual North Carolina Statewide Industrial Safety Conference (George Vanderbilt Hotel). H. S. Baucom, safety director, North Carolina Industrial Commission, Raleigh, N. C.

May 6-7, Easton, Pa.

Twenty-fifth Annual Eastern Pennsylvania Safety Conference (Hotel Easton). Contact Harry C. Woods, executive secretary, Lehigh Valley Safety Council, 602 East Third Street, Bethlehem, Pa.

May 8-9, Baltimore, Md.

Maryland Statewide Safety-Health Conference and Exhibit (Lord Baltimore Hotel). Contact Joseph A. Haller, director of safety, State Industrial Accident Commission, Equitable Building, Baltimore 2, Md.

May 15-17, Richmond, Va.

Eighteenth Annual Virginia Statewide Safety Conference (Jefferson Hotel). Contact Wm. M. Myers, executive secretary of the conference, c/o Richmond Safety Council, 803½ East Main Street, Richmond 13, Va.

May 27-29, St. Louis

Central States Safety Conference (Hotel Jefferson). Contact Reyburn Hoffman, secretary-manager, Safety Council of Greater St. Louis, Room 820, 511 Locust Street, St. Louis 1, Mo.

June 18-20, Long Beach, Calif.

Western Safety Conference. Carl E. Johnson, president. Address communications to Joseph M. Kaplan, secretary, 610 Main Street, Suite 730, Los Angeles 14, Calif.

September 8-13, Chicago

Illuminating Engineering Society. National Technical Conference (Edgewater Beach Hotel).

September 16-18, Cleveland

Fourteenth Annual Ohio State Safety Conference (Hotel Carter). Contact: Carl L. Smith, secretary-treasurer, Suite 508, 2073 East Ninth Street, Cleveland 15, Ohio.

Eddie Cantor Heads NSC Movie-Radio Group

Eddie Cantor has been named chairman of the Motion Picture and Radio Committee of the National Safety Council for 1952.

Miss Gale Storm has been named vice-chairman of the committee.

Cantor succeeds Phil Harris, and Miss Storm succeeds Gloria De Haven.

Don McNeill is midwestern vice-chairman of the committee, and Jackie Kelk is junior vice-chairman.

The committee consists of approximately 100 outstanding personalities of the entertainment world who cooperate on a volunteer basis with the Council to help prevent accidents.

Previous chairmen of the committee besides Harris have been Jack Carson and Bill Goodwin. The committee was organized by Goodwin in 1947.

"Both Cantor and Miss Storm have made outstanding contributions to safety in their capacity as stars of the motion picture and radio world," said Ned H. Dearborn, president of the Council, "and we are happy to have them head our Motion Picture and Radio Committee."

Safety Goes to the Fair

LAST year's Los Angeles County Fair was the backdrop for staging one of the most successful public participation traffic safety programs ever developed in this area.

For two years the Fleet Transportation Division of the Greater Los Angeles Chapter sponsored a driver testing institute for its own membership, but they began to feel like experts talking to experts.

A former police officer in the Hermosa Beach department, now serving a hitch with another fleet — Uncle Sam's Navy—came up with the alternative which brought driver testing equipment into its own as far as the average citizen is concerned.

MMlc Stan Elkins walked into the Los Angeles chapter office with an idea that eventually brought half a million county fair-goers into contact for the first time with all the testing paraphernalia that separates the men from the boys in determining driver aptitudes.

Elkins, in charge of the activities of the 11th Naval District's Safe Driver Council, organized to institute and conduct a preventive safety program for naval personnel, simply said, "I've got a booth at the Fair. If you guys will supply the testing equipment, literature and films, we'll do the rest."

Before anybody could recover he said, "We've just finished a very successful driver testing booth at the San Diego County Fair, where we processed about 32,000 people. All I gotta have are some reactometers, audiometers, depth perception rigs and a few other items, and we're in business. When do we begin?"

Joe Kaplan, Los Angeles chapter manager and a man who knows a good thing when he sees it, said, "Right now."

Charles Elliott, in the safety department of the Los Angeles Department of Water and Power, who had set up the two previous Institutes, was assigned the task of assembling, delivering and installing the equipment, with an okay from his boss, Clayton M. Allen, engineer in charge, General Plant Division, who in turn got the relay from Samuel B. Morris, general manager and chief engineer of the same organization.

In short order, Elliott, assisted by another Department of Water and Power man, Dick Birdwell, rounded up the equipment from various sources throughout the city, and was ready to go.

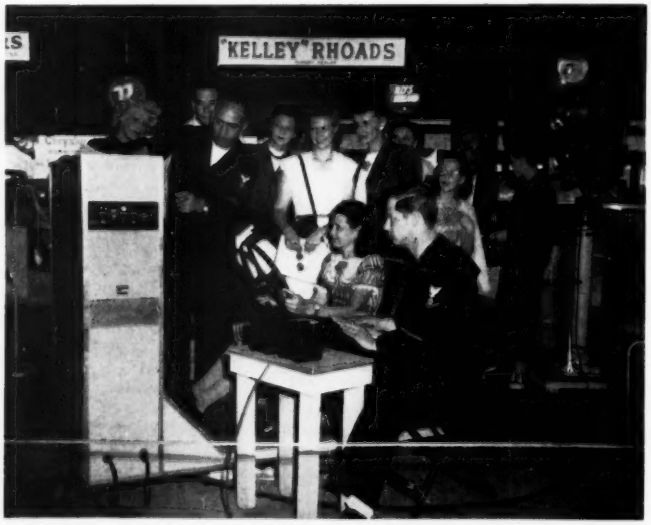
On a flying trip to San Diego, L. W. Van Aken, president, and Joe Kaplan, manager, of the Chapter, met with Admiral Wilder Baker, commandant, 11th Naval District, toured the Safe Driver Council facilities, and generally sealed the deal officially.

The day before the Fair opened saw Elkins and crew of 20, sailors and marines, Elliott and his crew, men from Ralph Dorsey's traffic engineering department, in the most hectic circumstances imaginable, trying to get ready for opening day.

The booth, located some 300 yards from the main gate, and close to the grandstand entrance, was almost continuously jammed with people—attested to by the half million count—and was one of the most popular stopping places on the entire grounds.

Navy personnel worked the clock around from 10 in the morning to 10 at night, with hardly time to draw a deep breath, let alone eat. The booth well "signed" with fluorescent placards, loaded with curiosity-arousing testing equipment, and equipped with two public address systems used constantly for "come-ons', did a land office business.

It was a cooperative miracle, involving in addition to the sponsors, a list of organizations supplying the equipment including: California Highway Patrol, Los Angeles Police Department, University of California at Los Angeles, Yellow Cab Company, Automobile Club of Southern California, National Automobile Club, General Petroleum Corporation, Los Angeles City Schools and Van de Kamp's Bakeries.



Stan Elkins (standing) was in charge of the driver-testing exhibit at the Los Angeles County Fair, which packed the citizenry for lessons in safe driving performance. Navy personnel helped the L.A. NSC Chapter put on a show they will long remember.

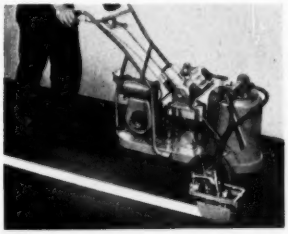
Give!

NEW PRODUCTS

Manufacturers are invited to send in announcements of new products, or improved special features. Only items which can be considered as "news" to our readers will be published. Additional information on these news items may be obtained by writing direct to the manufacturer. It will help in identifying the product to mention these announcements.

Traffic Line Marker

A new, flexible paint guide which enables the Econo-Liner Line Marker to paint sharp, clear lines on rough surfaces has been developed by Universal Mfg. and Sales Co., 8716 Santa Fe Ave., South Gate, Calif. The guide permits the machine to follow the contour of the surface when painting on concrete, wood block, black top or brick. It is particularly adaptable for use by industries, municipalities and military bases for marking danger zones, traffic lanes, cross walks, parking stalls, storage sections, etc.



The liner will put down approximately 10,000 feet of line per hour. With the adjustable, spring-loaded shields, it will paint any width line from 2 to 6 inches, marks as close as ⅛ inch alongside fixed objects. The machine is powered by 2 hp 4-cycle engine. The machine can easily be converted into a spray rig to handle spray painting, stencil spraying and other spray maintenance jobs.

Ovalite Luminaire

The new L-M Ovalite luminaire is designed primarily to utilize the complete range of mercury vapor lamps in the horizontal burning position. It will also take incandescent lamps up to and including 800 watts on multiple circuits and 15,000 lumen on series circuits.

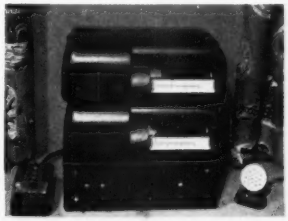
The low surface brightness of this luminaire is achieved by locating the light center approximately 3″ above the bottom edge of the reflector element and the use of elevating prisms in the enclosing refractor. By this means, the light on the large glass area becomes evenly distributed

so as to reduce glare and increase visibility. The rectangular-shaped reflector provides an asymmetric light distribution giving high utilization efficiency on roads and sidewalk areas. Prisms on the refractor-house side redirect the light toward the street area where it is most needed. The luminaire will accommodate the AH-5, 11,000 lumen, the AH-1, 15,000 lumen or the EH-1, 20,000 lumen mercury vapor lamps in a horizontal position. Magnetic arc control is required when operating the AH-1 lamps and is available as optional equipment for improved efficiency with the EH-1 lamp. Further information is available from Line Material Co., Milwaukee 1, Wis.

Dictaphone Recorder

A new, lightweight, continuous recording machine for use in municipal police headquarters, fire alarm bureaus and flight control towers is announced by Dictaphone Corp., 420 Lexington Ave., New York City.

Known as the Dictaphone Dictacord Continuous Recorder, the new machine automatically monitors voice radio communications, police call boxes, fire and police emergency telephone calls and air-ground radio communications. When used at police and fire headquarters to monitor emergency telephone calls, the machine eliminates the danger of errors



due to misunderstanding. A flip of a switch provides instant playback of names, street addresses and similar data needed to dispatch patrol cars or fire fighting equipment. A permanent record of all verbal reports made through police call boxes is instantly available through this system. As an adjunct to the detective squad, the portable Dictacord may be used to record interrogation of suspects, cell-block conversations, interviews and investigation reports. The new machine weighs only 45 lbs. and is portable.

Reflectorized Paint

U. S. patents covering reflectorized paint for highway lane marking have been granted to Minnesota Mining and Mfg. Co., 900 Fauquier St., St. Paul 6, Minn. The product is marketed by the company under the trademark "Centerlite." The material is applied like conventional lane marking paint, but lasts longer and reflects brighter at night. The manufacturer states that under auto headlights at night the reflectorized stripe can be seen over a quarter-mile away.

The product consists of a liquid containing millions of tiny glass spheres which serve as reflex-reflecting lenses. Through wear from auto traffic and weather, the tiny lenses become brightly polished and at night reflect the light from the automobile back to the driver.

A Policeman's Story

From Page 18

"Mrs. Simpson bursts into tears and says, 'Oh officer, my husband's killed a man,' as if she can't believe it, and she doesn't expect you to believe it either.

"Simpson says, 'How do you go on living yourself when you've killed someone? You wake up in the morning and the first thing you remember is, "I've killed a man." How can I face that every morning for the rest of my life?'

"Then he asks if there is something he can do for Mrs. Gleason. You tell him no, you don't think so. Not now, anyway.

Trying to Ease the Blow

"Mrs. Simpson asks, 'What's going to happen to John?' You don't know. You tell her, and the words grind out so hard, that her husband has been charged with negligent homicide, though that doesn't mean that he will be convicted.

"'Can John go to jail for that?' she asks, and you are forced to nod.

"You feel trapped. You try to tell them not to worry. You know that a man and his wife, whether he is found guilty or innocent of a moment's lack of caution, will go on paying for it for the rest of their lives.

"'How long can he go to jail for?' Mrs. Simpson persists.

"You look around their small home . . . the crocheted doilies on the chair backs . . . the tinted picture of small children on the mantle . . . the Christmas cards on the front room table . . . the cat asleep in the large overstuffed chair . . . the bowling plaque on the wall. . . .

"And you tell them, 'One to three years'."

* * *

She: "You remind me of the ocean."

He: "Is that because I'm so noble yet so wild and romantic?"

She: "No . . . because you make me sick."

OPERATION *Safety*

PRODUCTION plans are near completion on a special leaflet to be issued in connection with the Operation Safety program for May.

Because of the time element involved in producing a leaflet that will receive almost a hundred times the normal distribution of Operation Safety publications, an early deadline date—March 24—has been set for imprint orders.

The May leaflet—a cooperative product of the National Safety Council, the Inter-Industry Highway Safety Committee and an affiliated organization—will have an initial press run of three million copies and receive special impetus from the support of automobile dealers throughout the country.

Larger than the regular, monthly Operation Safety Leaflet, the special May publication will be a six page, two-fold 6½" x 3½" leaflet.

Titled, "Make Safe Driving a Habit," the leaflet features personal "check lists" by which the reader can evaluate his own knowledge of safe driving, walking and vehicle maintenance procedures.

Besides the regular distribution that the leaflet will obtain through Operation Safety users, automobile dealers throughout the country who order a special May packet of materials from the program's cooperating display company will receive 100 leaflets with full information for ordering additional or imprinted copies.

Because of quantity production savings, these leaflets—although considerably larger than the regular Operation Safety leaflets—will cost users about one-half cent less per copy.

Complete details will be included in the May Operation Safety kit, due for distribution early in February; or, a sample copy and complete price schedule may be obtained by writing: Operation Safety, National Safety Council, 425 N. Michigan, Chicago 11, Illinois.

The March Operation Safety program, meanwhile, is past the planning stage and kits have been distributed to users. Theme of the March program is Motor Manners with emphasis on courtesy and defensive driving.

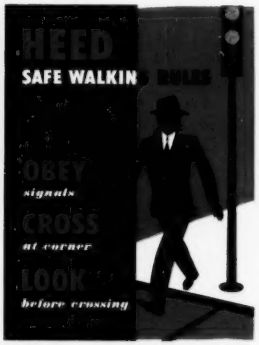
TRAFFIC and MOTOR

TO MOTORISTS **TO PEDESTRIANS**

FOR MARCH POSTING

NATIONAL SAFETY COUNCIL

T-9469-C **25x38**



NATIONAL SAFETY COUNCIL

T-9470-B **17x23**

ADVANCE SHOWING FOR APRIL POSTING

NATIONAL SAFETY COUNCIL

T-9487-C **25x38**

NATIONAL SAFETY COUNCIL

T-9488-B **17x23**

POSTER PRICES

Quantity	25"x38"	17"x23"	8½"x11½"
1-9	$0.29 ea.	$0.18 ea.	$0.09 ea.
10-99	.23 ea.	.15 ea.	.05 ea.
100-999	.19 ea.	.138 ea.	.046 ea.
1000-4999*	.17 ea.	.102 ea.	.034 ea.

(Posters on opposite page are double these prices to non-members of the National Safety Council.) YOUR CREDIT LINE can be imprinted (at the time of the press run) on any of the featured traffic posters of these sizes only: 25"x38" and 17"x23". Details on imprinting and deadline dates for imprinted orders will be sent on request. *Write for prices on quantities of 5,000 or more.

ANNUAL POSTER ORDERS. Write for special rates.

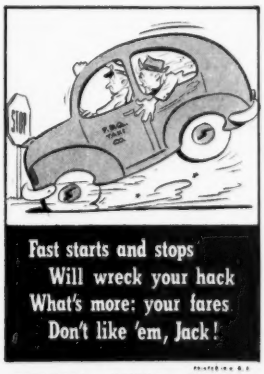
TRANSPORTATION POSTERS

NATIONAL SAFETY COUNCIL
V-9506-B 17x23

NATIONAL SAFETY COUNCIL
V-9505-A 8½x11½

NATIONAL SAFETY COUNCIL
V-9504-A 8½x11½

NATIONAL SAFETY COUNCIL
V-8502-B 17x23



NATIONAL SAFETY COUNCIL
V-8380-A 8½x11½

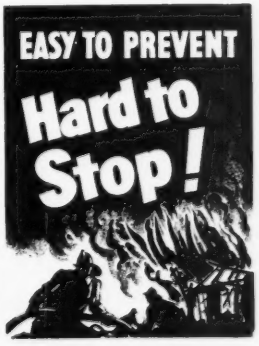
NATIONAL SAFETY COUNCIL
V-7961-B 17x23

Veteran driver and regular fellow,
He wasn't a killer or thief.
He just tried sneaking through on yellow
And picked up a busload of grief!

NATIONAL SAFETY COUNCIL
V-8328-A 8½x11½

NATIONAL SAFETY COUNCIL
V-8222-A 8½x11½

NATIONAL SAFETY COUNCIL
9348-A 8½x11½



NATIONAL SAFETY COUNCIL
8984-B 17x23

NATIONAL SAFETY COUNCIL
9497-A 8½x11½

NATIONAL SAFETY COUNCIL
9034-B 17x23

1951 TRAFFIC TOLL . . . 37,500

From Page 7

Of the 45 reporting states for the entire year, only 10 had fewer deaths than a year ago, while 34 reported increases and 1 had no change. A year ago at this time, of 45 states which reported their full experience for 1950, only 5 had fewer deaths than in 1949, while 39 had more deaths, and 1 reported no change.

The 10 states reporting fewer deaths in 1951 than in 1950 were:

Rhode Island	—19%
South Dakota	—14%
Colorado	—12%
Montana	—12%
Massachusetts	— 8%
Maine	— 8%
Delaware	— 7%
Idaho	— 6%
Wisconsin	— 5%
West Virginia	— 1%

Four of the 9 size group cities reported decreases in deaths in 1951. Cities in Group VII, 50,000 to 100,000 had a decrease of 12 per cent in deaths, cities in Group IV, 350,000 to 500,000 and cities in Group V, 200,000 to 350,000, showed a decrease of 5 per cent. Cities in Group VIII, 25,000 to 50,000 decreased 2 per cent in deaths. All other five size groups had increases ranging from 4 to 10 per cent.

Cities with more than 200,000 population which reduced traffic deaths in 1951 were:

City	Deaths	Per Cent
Akron, Ohio	14	—48%
Jacksonville, Fla.	12	—39%
Memphis, Tenn.	16	—38%
Birmingham, Ala.	15	—31%
Worcester, Mass.	5	—26%
Columbus, Ohio	11	—25%
Miami, Fla.	9	—21%
Providence, R. I.	3	—20%
San Antonio, Tex.	9	—18%
Honolulu, T. H.	3	—13%
Portland, Ore.	6	—11%
Rochester, N. Y.	2	— 9%
Washington, D. C.	6	— 8%
Toledo, Ohio	3	— 8%
Pittsburgh, Pa.	4	— 7%
Dallas, Tex.	4	— 7%
Seattle, Wash.	3	— 6%
St. Louis, Mo.	5	— 5%
Oklahoma City, Okla.	1	— 4%

Forty-nine of the 530 reporting cities completed the entire year of 1951 without a single traffic fatality. The largest of these cities were Ann Arbor, Mich. (48,300); Eau Claire, Wis., (36,100), and Watertown, N. Y., (34,400).

The leading cities in each size group, ranked according to motor-vehicle registration death rate were:

Group	1951 Reg. Rate	1951 Pop. Rate
Over 1,000,000 population		
Los Angeles, Calif.	3.1	13.7
Detroit, Mich.	3.5	12.3
Philadelphia, Pa.	4.0	8.0
750,000-1,000,000 Population		
San Francisco, Calif.	3.2	10.6
Washington, D. C.	3.4	8.2
Cleveland, Ohio	3.6	11.6
500,000-750,000 Population		
Minneapolis, Minn.	1.9	7.1
Milwaukee, Wis.	2.6	7.8
Pittsburgh, Pa.	3.1	7.4
350,000-500,000 Population		
Columbus, Ohio	2.4	8.8
Seattle, Wash.	2.4	10.1
Memphis, Tenn.	2.5	6.6
200,000-350,000 Population		
Providence, R. I.	1.3	4.8
Akron, Ohio	1.4	5.5
Rochester, N. Y.	1.6	6.3
100,000-200,000 Population		
Berkeley, Calif.	0.9	3.5
Bridgeport, Conn.	1.0	3.2
Erie, Pa.	1.0	3.8
50,000-100,000 Population		
Cedar Rapids, Iowa	0.3	1.4
Durham, N. C.	0.4	1.4
Oak Park, Ill.	0.5	1.6
25,000-50,000 Population		
Ann Arbor, Mich.	0.0	0.0
Billings, Mont.	0.0	0.0
Cheyenne, Wyo.	0.0	0.0
10,000-25,000 Population		
Kenmore, N. Y.	0.0	0.0
Mankato, Minn.	0.0	0.0
Ponca City, Okla.	0.0	0.0

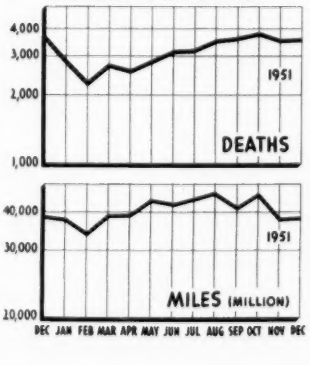
Motor-Vehicle Deaths and Death Rates

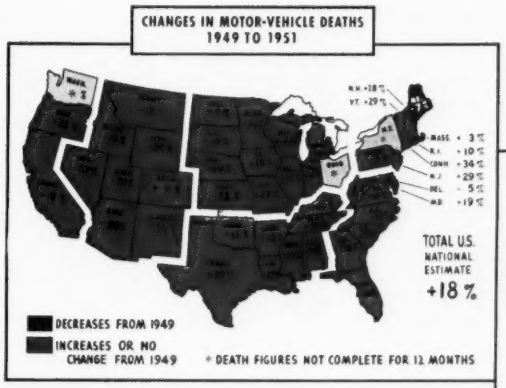
	Motor-Vehicle Deaths			% Changes		Mileage Death Rates*		
	1951	1950	1949†	1950-51	1949-51	1951	1950	1949
January	2,850	2,470	2,363	+15%	+21%	7.6	7.6	8.0
February	2,260	2,190	1,964	+ 3%	+15%	6.7	7.1	6.9
March	2,700	2,480	2,149	+ 9%	+26%	7.0	6.8	6.4
April	2,560	2,620	2,331	— 2%	+10%	6.6	7.2	6.6
May	2,860	2,750	2,485	+ 4%	+15%	6.5	6.8	6.8
June	3,110	2,660	2,423	+17%	+28%	7.4	6.5	6.5
July	3,160	3,160	2,817	0	+12%	7.1	7.7	7.5
August	3,500	3,110	2,824	+13%	+24%	7.6	7.2	7.2
September	3,600	3,210	2,991	+12%	+20%	8.8	8.1	8.1
October	3,780	3,550	3,106	+ 6%	+22%	8.3	8.8	8.5
November	3,550	3,230	3,012	+10%	+18%	9.4	8.4	8.3
December	3,570	3,570	3,236	0	+10%	9.4	9.4	9.0
TOTAL	37,500	35,000	31,701	+ 7%	+18%	7.7	7.6	7.5

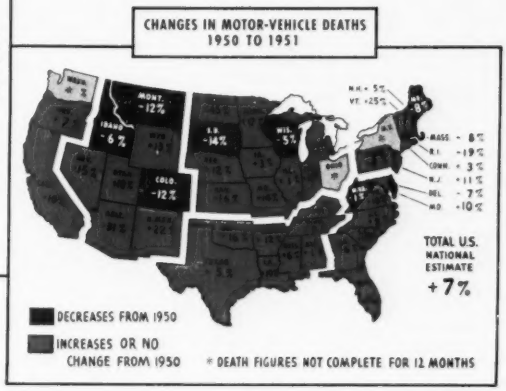
†From National Office of Vital Statistics. All others National Safety Council estimates.
*Mileage death rate equals deaths per 100,000,000 vehicle miles.

Mileage death rates for 1951 in the accompanying table are estimated from gasoline consumption reports for 48 states through September, 44 states for October, and 20 states for November. December mileage is estimated from seasonal trend. Final figures will be adjusted to include latest data.

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1951







TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities, except for Louisiana, Michigan, New Mexico and Ohio which are reported by registrars of vital statistics.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population. State population rate is the number of deaths per 100,000 population. Population rates are based on the 1950 Census.

Mileage Rate: The number of deaths per 100,000,000 vehicle miles of travel.

States shown in heavy type have improved in 1951 compared with 1950 or showed no change. All figures are provisional.

(Figures in parentheses following the 1951 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Period 1951	Deaths Identical Period 1950	Deaths Identical Period 1949	% Changes 1950 to 1951	% Changes 1949 to 1951	1951 Pop. Rate	1951 Mile. Rate	
TOTAL U.S.	12	37,500	35,000	31,701	+ 7%	+ 18%	24.5	7.7	(12)
Ala.	12	794	789	574	+ 1%	+ 38%	25.9	10.6	(10)
Ariz.	12	409	312	272	+ 31%	+ 50%	54.2	12.3	(11)
Ark.	12	430	385	390	+ 12%	+ 10%	22.5	8.5	(11)
Calif.	12	3,291	2,987	2,914	+ 10%	+ 13%	31.1	7.1	(10)
Colo.	**12**	**343**	**388**	**314**	**— 12%**	**+ 9%**	**25.6**	**6.5**	**(9)**
Conn.	12	265	258	198	+ 3%	+ 34%	13.2	3.9	(11)
Del.	**12**	**77**	**83**	**81**	**— 7%**	**— 5%**	**24.1**	**6.1**	**(11)**
Fla.	**12**	**868**	**866**	**656**	**0**	**+ 32%**	**31.1**	**7.9**	**(10)**
Ga.	12	933	882	706	+ 6%	+ 32%	27.0	8.8	(10)
Idaho	**12**	**224**	**239**	**166**	**— 6%**	**+ 93%**	**37.8**	**9.5**	**(11)**
Ill.	12	1,980	1,968	1,781	+ 1%	+ 11%	22.6	7.2	(11)
Ind.	12	1,235	1,122	1,117	+ 10%	+ 11%	31.2	8.4	(11)
Ia.	12	606	587	551	+ 3%	+ 10%	23.0	6.0	(11)
Kans.	12	607	524	494	+ 16%	+ 23%	31.6	7.8	(10)
Ky.	12	727	656	573	+ 11%	+ 27%	24.6	9.3	(10)
La.	12	637	577	520	+ 10%	+ 23%	23.7	8.8	(11)
Me.	**12**	**149**	**162**	**160**	**— 8%**	**— 7%**	**16.2**	**4.8**	**(11)**
Md.	12	545	494	459	+ 10%	+ 19%	23.2	7.7	(10)
Mass.	**12**	**483**	**525**	**470**	**— 8%**	**+ 3%**	**10.3**	**3.6**	**(11)**
Mich.	12	1,674	1,601	1,446	+ 5%	+ 16%	26.2	7.2	(10)
Minn.	12	608	519	534	+ 17%	+ 14%	20.3	6.1	(10)
Miss.	12	490	463	362	+ 6%	+ 35%	22.4	8.2	(10)
Mo.	12	997	877	788	+ 14%	+ 27%	25.1	6.4	(10)
Mont.	**12**	**181**	**205**	**161**	**— 12%**	**+ 12%**	**30.3**	**7.5**	**(10)**
Neb.	12	342	306	256	+ 12%	+ 34%	25.6	6.1	(11)
Nev.	12	129	112	82	+ 15%	+ 57%	80.6	9.7	(9)
N. H.	12	91	87	71	+ 5%	+ 28%	17.0	5.3	(11)
N. J.	12	763	686	593	+ 11%	+ 29%	15.7	4.5	(11)
N. M.	12	398	327	293	+ 22%	+ 36%	57.6	12.6	(10)
N. Y.	11	1,858	1,742	1,678	+ 7%	+ 11%	13.6	6.0	(11)
N. C.	12	1,068	977	843	+ 9%	+ 27%	26.2	8.5	(10)
N. D.	12	146	101	134	+ 45%	+ 9%	23.4	7.1	(10)
Ohio	11	1,682	1,648	1,611	+ 2%	+ 4%	23.1	6.4	(10)
Okla.	12	575	496	518	+ 16%	+ 11%	25.8	7.0	(10)
Ore.	12	425	398	351	+ 7%	+ 21%	27.9	6.7	(10)
Pa.	12	1,626	1,505	1,573	+ 8%	+ 3%	15.4	5.4	(10)
R. I.	**12**	**64**	**79**	**58**	**— 19%**	**+ 10%**	**8.1**	**2.9**	**(11)**
S. C.	12	725	660	539	+ 10%	+ 35%	34.2	11.6	(9)
S. D.	**12**	**152**	**177**	**131**	**— 14%**	**+ 16%**	**23.0**	**4.0**	**(9)**
Tenn.	12	781	716	593	+ 9%	+ 32%	23.7	8.6	(11)
Texas	12	2,502	2,382	1,928	+ 5%	+ 30%	32.4	7.3	(10)
Utah	12	207	188	173	+ 10%	+ 20%	29.8	8.1	(10)
Vt.	12	84	67	65	+ 25%	+ 29%	22.1	6.7	(11)
Va.	12	1,000	905	800	+ 10%	+ 25%	30.2	9.2	(11)
Wash.	11	490	452	397	+ 8%	+ 23%	22.4	6.2	(11)
W. Va.	**12**	**365**	**370**	**356**	**— 1%**	**+ 3%**	**18.2**	**7.1**	**(10)**
Wis.	**12**	**787**	**827**	**742**	**— 5%**	**+ 6%**	**22.8**	**7.0**	**(10)**
Wyo.	12	170	150	137	+ 13%	+ 24%	58.4	10.5	(10)
CANADIAN PROVINCES									
B. C.	11	185	152	149	+ 22%	+ 24%	17.7	.....	.....
Man.	11	87	66	86	+ 32%	+ 1%	11.9	.....	.....
Ont.	9	676	549	594	+ 23%	+ 14%	20.0	.....	.....
Sask.	11	69	78	88	— 12%	— 22%	8.6	.....	.....

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or industrial premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1951 registration death rate which is the number per 10 000 registered vehicles. Vehicle registration figures are for the year 1951 and were supplied by R. L. Polk & Company.

Cities are ranked by death rates—from low to high. When two or more cities have exactly the same rate, ranking is by size of total vehicle registration — from large to small.

Cities shown in heavy type have improved in 1951 as compared with 1950.

The population death rate is the number of deaths per 100,000 population. Populations are as of April, 1950.

	Twelve Months 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
ALL REPORTING CITIES				3.0	9.8
Group I (1,000,000 and over)					
1. Los Angeles, Calif.	269	269	259	3.1	13.7
2. Detroit, Mich.	227	197	183	3.5	12.3
All cities in this group				4.0	9.4
3. Phil'adelphia, Pa.	166	162	153	4.0	8.0
4. New York, N. Y.	553	585	563	4.4	7.0
5. Chicago, Ill.	416	398	412	4.7	11.5
Group II (750,000 to 1,000,000)					
1. San Francisco, Calif.	82	56	54	3.2	10.6
2. Washington, D. C.	**66**	**72**	**64**	**3.4**	**8.2**
All cities in this group				3.5	10.5
3. Cleveland, Ohio	106	95	89	3.6	11.6
4. St. Louis, Mo.	**98**	**103**	**80**	**3.7**	**11.4**
Group III (500,000 to 750,000)					
1. Minneapolis, Minn.	37	36	39	1.9	7.1
2. Milwaukee, Wis.	50	43	49	2.6	7.8
3. Pittsburgh, Pa.	**50**	**54**	**69**	**3.1**	**7.4**
All cities in this group				3.4	9.9
4. Buffalo, N. Y.	61	51	46	3.5	10.5
5. Houston, Tex.	78	74	51	3.8	15.1
6. New Orleans, La.	57	53	40	4.6	16.0
7. Cincinnati, Ohio	73	59	44	5.0	14.5
Group IV (350,000 to 500,000)					
1. Columbus, Ohio	**33**	**44**	**38**	**2.4**	**8.8**
2. Seattle, Wash.	**47**	**50**	**56**	**2.4**	**10.1**
3. Memphis, Tenn.	**26**	**42**	**30**	**2.5**	**6.6**
4. Portland, Ore.	**47**	**53**	**34**	**2.7**	**12.6**
5. Dallas, Tex.	**52**	**56**	**38**	**2.7**	**12.0**
6. Denver, Colo.	45	40	51	2.8	10.8
All cities in this group				2.9	11.1
7. San Antonio, Tex.	**44**	**53**	**45**	**3.0**	**10.8**
8. Indianapolis, Ind.	66	59	50	3.5	15.4
9. Oakland, Calif.	68	45	40	4.7	17.7
Group V (200,000 to 350,000)					
1. Providence, R. I.	**12**	**15**	**15**	**1.3**	**4.8**
2. Akron, Ohio	**15**	**29**	**35**	**1.4**	**5.5**
3. Rochester, N. Y.	**21**	**23**	**24**	**1.6**	**6.3**
4. Syracuse, N. Y.	12	11	14	1.7	5.4
5. Honolulu, T. H.	**20**	**23**	**21**	**1.7**	**8.5**
6. Oklahoma City, Okla.	**25**	**26**	**15**	**2.2**	**10.3**
7. Atlanta, Ga.	31	27	43	2.3	9.4
8. Dayton, Ohio	30	29	41	2.4	12.3
9. Miami, Fla.	**34**	**43**	**26**	**2.4**	**13.6**
10. St. Paul, Minn.	30	29	32	2.4	9.6
11. Jacksonville, Fla.	**19**	**31**	**23**	**2.5**	**9.8**
12. Worcester, Mass.	**14**	**19**	**15**	**2.7**	**6.9**
13. Toledo, Ohio	**36**	**39**	**35**	**2.8**	**11.9**
All cities in this group				2.9	10.7
14. Long Beach, Calif.	35	35	38	3.1	14.0
15. Omaha, Neb.	24	23	23	3.2	9.6
16. Birmingham, Ala.	**33**	**48**	**35**	**3.7**	**10.1**
17. Fort Worth, Tex.	45	42	51	4.0	16.1
18. Norfolk, Va.	23	17	23	4.8	10.8
19. Richmond, Va.	38	23	18	5.1	16.5
20. San Diego, Calif.	69	63	49	5.6	20.6
Group VI (100,000 to 200,000)					
1. Berkeley, Calif.	**4**	**7**	**24**	**0.9**	**3.5**
2. Bridgeport, Conn.	**5**	**13**	**6**	**1.0**	**3.2**
3. Erie, Pa.	**5**	**10**	**14**	**1.0**	**3.8**
4. Trenton, N. J.	**7**	**11**	**11**	**1.2**	**5.5**
5. Waterbury, Conn.	**4**	**5**	**3**	**1.3**	**3.8**
6. Baton Rouge, La.	**6**	**12**	**9**	**1.3**	**4.8**
7. Wilmington, Del.	**6**	**9**	**10**	**1.3**	**5.4**
8. Tulsa, Okla.	**12**	**13**	**16**	**1.3**	**6.6**
9. Grand Rapids, Mich.	12	12	10	1.5	6.8
10. South Bend, Ind.	**7**	**10**	**17**	**1.5**	**6.0**
11. Peoria, Ill.	**7**	**13**	**10**	**1.5**	**6.5**
12. Pasadena, Calif.	9	16	11	1.7	8.6
13. New Haven, Conn.	**8**	**13**	**16**	**1.8**	**4.9**
14. Allentown, Pa.	7	2	4	1.9	6.6
15. Wichita, Kans.	19	6	17	2.2	11.3
16. Springfield, Mass.	11	8	13	2.2	6.8
17. Canton, Ohio	11	9	7	2.2	9.4
18. Des Moines, Iowa	**16**	**23**	**23**	**2.3**	**9.0**
19. Sacramento, Calif.	**18**	**23**	**25**	**2.3**	**13.1**
20. Arlington, Va.	**10**	**14**	**5**	**2.4**	**7.4**
21. Reading, Pa.	**9**	**10**	**13**	**2.4**	**8.2**
22. Yonkers, N. Y.	**9**	**10**	**8**	**2.4**	**5.9**
23. Fort Wayne, Ind.	15	11	17	2.6	11.2
24. Utica, N. Y.	8	2	8	2.7	7.9
25. Little Rock, Ark.	10	10	7	2.7	9.8
26. Shreveport, La.	14	9	10	2.7	11.0
All cities in this group				2.8	10.6
27. Tampa, Fla.	15	5	15	2.9	12.0
28. Flint, Mich.	**22**	**25**	**17**	**2.9**	**13.5**
29. Chattanooga, Tenn.	**13**	**22**	**13**	**3.1**	**9.9**
30. Hartford, Conn.	15	13	10	3.1	8.5
31. Evansville, Ind.	15	12	19	3.1	11.7
32. Spokane, Wash.	21	21	18	3.2	13.0
33. Cambridge, Mass.	**9**	**15**	**7**	**3.3**	**7.5**
34. Nashville, Tenn.	**25**	**39**	**23**	**3.4**	**14.3**
35. Austin, Tex.	17	9	9	3.5	12.8
36. Corpus Christi, Tex.	16	6	9	3.5	14.8
37. Montgomery, Ala.	14	11	8	3.8	11.2
38. Salt Lake City, Utah	28	15	24	4.0	15.4
39. Knoxville, Tenn.	20	15	11	4.6	16.0
40. Youngstown, Ohio	28	24	20	4.6	16.6
41. Charlotte, N. C.	26	16	17	4.6	19.4
42. Duluth, Minn.	18	11	17	5.8	17.2
43. Elizabeth, N. J.	19	16	5	6.0	16.8
44. Tacoma, Wash.	42	15	17	7.0	29.2
45. Gary, Ind.	35	27	35	8.9	26.1
Group VII (50,000 to 100,000)					
1. Cedar Rapids, Iowa	**1**	**5**	**3**	**0.3**	**1.4**
2. Durham, N. C.	**1**	**2**	**10**	**0.4**	**1.4**
3. Oak Park, Ill.	**1**	**5**	**2**	**0.5**	**1.6**
4. Kalamazoo, Mich.	**2**	**6**	**3**	**0.5**	**3.5**
5. Cleveland Heights, O.	**1**	**3**	**5**	**0.6**	**1.7**
6. Jackson, Mich.	**2**	**3**	**2**	**0.6**	**3.9**
7. Lancaster, Pa.	2	3	4	0.7	3.1
8. Racine, Wis.	**2**	**4**	**7**	**0.7**	**2.8**
9. Lynn, Mass.	**2**	**8**	**4**	**0.8**	**2.0**
10. Lakewood, Ohio	**2**	**6**	**1**	**0.9**	**2.9**
11. Lubbock, Tex.	**3**	**11**	**2**	**0.9**	**4.2**
12. Manchester, N. H.	**2**	**6**	**6**	**0.9**	**2.4**
13. Johnstown, Pa.	**3**	**5**	**4**	**1.1**	**4.7**
14. Schenectady, N. Y.	**5**	**7**	**11**	**1.2**	**5.5**
15. Hamilton, Ohio	**3**	**5**	**10**	**1.2**	**5.2**
16. East Orange, N. J.	3	1	6	1.3	3.8
17. Binghamton, N. Y.	**4**	**6**	**6**	**1.3**	**5.0**
18. Mount Vernon, N. Y.	3	3	3	1.3	4.2
19. Raleigh, N. C.	**5**	**11**	**8**	**1.3**	**7.6**
20. Clifton, N. J.	**3**	**8**	**8**	**1.4**	**4.7**
21. Richmond, Calif.	**5**	**17**	**7**	**1.4**	**5.0**
22. Winston-Salem, N. C.	**5**	**20**	**5**	**1.4**	**5.7**
23. Portland, Me.	**3**	**4**	**6**	**1.5**	**3.9**
24. New Britain, Conn.	**3**	**4**	**1**	**1.5**	**6.1**
25. Lansing, Mich.	**7**	**10**	**3**	**1.5**	**7.6**
26. Covington, Ky.	**3**	**4**	**3**	**1.5**	**4.7**
27. Charleston, W. Va.	**5**	**12**	**9**	**1.5**	**6.8**
28. Pawtucket, R. I.	4	3	2	1.5	4.9
29. Greensboro, N. C.	**5**	**6**	**10**	**1.6**	**6.7**
30. Fresno, Calif.	**11**	**17**	**13**	**1.6**	**12.0**
31. San Jose, Calif.	10	7	10	1.7	10.5
32. Alexandria, Va.	**5**	**8**	**6**	**1.7**	**8.1**
33. Macon, Ga.	**5**	**7**	**4**	**1.7**	**7.1**
34. Or'ando, Fla.	6	5	1	1.8	11.5
35. Columbia, S. C.	7	5	5	1.8	8.1
36. Lincoln, Neb.	7	3	4	1.8	7.1
37. Topeka, Kans.	6	5	4	1.9	7.6
38. Alameda, Calif.	4	3	2	1.9	6.2
39. Muncie, Ind.	**5**	**9**	**7**	**1.9**	**8.5**
40. Passaic, N. J.	**3**	**4**	**0**	**1.9**	**5.2**
41. Saginaw, Mich.	**8**	**12**	**13**	**1.9**	**8.6**
42. Madison, Wis.	**7**	**11**	**8**	**1.9**	**7.3**
43. Rockford, Ill.	**10**	**14**	**12**	**2.0**	**10.8**
44. Evanston, Ill.	**5**	**9**	**1**	**2.0**	**6.8**
45. Davenport, Iowa	**6**	**9**	**7**	**2.0**	**8.1**
46. Wilkes-Barre, Pa.	3	2	9	2.1	6.5
47. Green Bay, Wis.	5	3	6	2.1	9.5
48. New Rochelle, N. Y.	4	2	2	2.1	6.7
49. Springfield, Ohio	7	6	9	2.2	8.9
50. Joliet, Ill.	6	3	7	2.2	11.6
All cities in this group				2.2	8.9
51. Brockton, Mass.	**4**	**5**	**9**	**2.3**	**6.4**
52. Jackson, Miss.	**8**	**9**	**11**	**2.3**	**8.1**
53. Waterloo, Iowa	**6**	**13**	**2**	**2.3**	**9.2**
54. Glendale, Calif.	11	10	13	2.4	11.5
55. Aurora, Ill.	5	4	2	2.4	9.9
56. Santa Monica, Calif.	8	6	8	2.5	11.2
57. Lorain, Ohio	**5**	**7**	**6**	**2.6**	**9.8**
58. St. Joseph, Mo.	6	5	5	2.6	7.6
59. Pueblo, Colo.	8	8	5	2.6	12.6
60. Bay City, Mich.	6	5	8	2.7	11.4
61. Sioux Falls, S. D.	6	5	3	2.7	11.4
62. Brookline, Mass.	4	0	5	2.7	6.9
63. Albuquerque, N. M.	15	13	11	2.8	15.5
64. Sioux City, Iowa	8	6	9	2.8	9.5
65. Springfield, Ill.	11	10	14	2.9	13.5
66. Decatur, Ill.	9	8	8	2.9	13.6
67. St. Petersburg, Fla.	14	13	7	2.9	14.5
68. Roanoke, Va.	9	8	10	3.2	9.8
69. Medford, Mass.	**5**	**6**	**1**	**3.2**	**7.6**
70. Portsmouth, Va.	**6**	**9**	**5**	**3.3**	**7.5**
71. Columbus, Ga.	8	4	5	3.3	10.1
72. Charleston, S. C.	7	5	4	3.3	10.0
73. Huntington, W. Va.	10	4	7	3.5	11.6
74. Lowell, Mass.	8	14	7	3.6	8.2
75. Stockton, Calif.	18	13	12	3.6	25.4
76. Springfield, Mo.	10	4	2	3.6	15.0
77. Cicero, Ill.	**8**	**13**	**6**	**3.6**	**11.9**
78. Gadsden, Ala.	**4**	**8**	**6**	**3.7**	**7.2**
79. Pontiac, Mich.	**16**	**17**	**7**	**3.8**	**21.7**
80. Wheeling, W. Va.	**8**	**13**	**6**	**4.3**	**13.6**
81. Atlantic City, N. J.	**6**	**10**	**4**	**4.8**	**9.7**
82. Dearborn, Mich.	25	19	19	5.0	26.3
83. Terre Haute, Ind.	14	13	10	5.3	21.8
84. Stamford, Conn.	11	6	5	5.4	14.8
85. Hammond, Ind.	21	13	19	8.4	24.0
86. East Chicago, Ind.	10	4	10	8.6	18.4
Group VIII (25,000 to 50,000)					
1. Ann Arbor, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
2. Billings, Mont.	**0**	**2**	**2**	**0.0**	**0.0**
3. Cheyenne, Wyo.	**0**	**2**	**2**	**0.0**	**0.0**
4. Eau Claire, Wis.	**0**	**3**	**3**	**0.0**	**0.0**
5. Alliance, Ohio	0	0	1	0.0	0.0
6. Beloit, Wis.	**0**	**3**	**1**	**0.0**	**0.0**
7. Wauwatosa, Wis.	**0**	**3**	**2**	**0.0**	**0.0**
8. Watertown, N. Y.	**0**	**2**	**2**	**0.0**	**0.0**
9. Kingston, N. Y.	**0**	**3**	**4**	**0.0**	**0.0**
10. Shaker Heights, Ohio	0	0	2	0.0	0.0
11. Belmont, Mass.	0	0	0	0.0	0.0
12. Boise, Idaho	**1**	**4**	**1**	**0.4**	**2.9**
13. Tucson, Ariz.	2	1	7	0.5	4.4
14. Poughkeepsie, N. Y.	**1**	**2**	**2**	**0.5**	**2.4**
15. Palo Alto, Calif.	**1**	**2**	**4**	**0.5**	**3.9**
16. High Point, N. C.	**1**	**2**	**2**	**0.5**	**2.5**
17. Plainfield, N. J.	**1**	**3**	**4**	**0.6**	**2.4**
18. Bloomfield, N. J.	**1**	**2**	**3**	**0.6**	**2.0**
19. Hagerstown, Md.	**1**	**4**	**3**	**0.7**	**2.8**
20. Independence, Mo.	1	1	4	0.7	2.7
21. Newport News, Va.	1	0	5	0.7	2.4
22. Tallahassee, Fla.	**1**	**3**	**4**	**0.7**	**3.7**
23. W. Hartford, Conn.	**1**	**2**	**1**	**0.7**	**2.3**
24. Rochester, Minn.	**1**	**2**	**0**	**0.7**	**3.3**
25. Burlington, Iowa	**1**	**4**	**2**	**0.8**	**3.3**
26. Galesburg, Ill.	**1**	**2**	**6**	**0.8**	**3.2**
27. Ithaca, N. Y.	**1**	**2**	**1**	**0.8**	**3.4**
28. Rome, N. Y.	**1**	**3**	**3**	**0.8**	**2.4**
29. Royal Oak, Mich.	**2**	**4**	**5**	**0.8**	**4.3**
30. Bloomington, Ind.	**1**	**2**	**1**	**0.9**	**3.5**
31. Fairmont, W. Va.	**1**	**10**	**6**	**0.9**	**3.4**
32. Lockport, N. Y.	1	1	0	0.9	4.0
33. Manitowoc, Wis.	1	0	1	0.9	3.6
34. Granite City, Ill.	**1**	**7**	**4**	**1.0**	**3.4**
35. Bangor, Me.	**1**	**2**	**3**	**1.0**	**3.2**
36. White Plains, N. Y.	2	0	4	1.0	4.6
37. Vallejo, Calif.	2	2	3	1.1	7.7
38. West Allis, Wis.	3	2	3	1.2	7.0
39. Middletown, Conn.	1	1	1	1.2	3.4
40. Waukegan, Ill.	**2**	**4**	**4**	**1.2**	**5.1**
41. Zanesville, Ohio	**2**	**4**	**2**	**1.2**	**4.9**
42. Everett, Wash.	**2**	**6**	**5**	**1.2**	**5.9**
43. Teaneck, N. J.	1	0	1	1.2	3.0
44. Mansfield, Ohio	**3**	**4**	**5**	**1.3**	**6.9**
45. Concord, N. H.	**1**	**2**	**0**	**1.3**	**3.6**
46. Council Bluffs, Iowa	**2**	**7**	**5**	**1.3**	**4.4**
47. Marion, Ohio	**2**	**3**	**1**	**1.4**	**5.9**
48. Parma, Ohio	2	2	1	1.4	6.0
49. Colorado Spgs., Colo.	**4**	**6**	**3**	**1.4**	**5.8**
50. Meriden, Conn.	**2**	**4**	**3**	**1.5**	**4.5**

	Twelve Months 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
51. Arlington, Mass.	2	3	2	1.5	4.5
52. Elmira, N. Y.	3	5	4	1.5	6.0
53. Wausau, Wis.	2	1	2	1.6	6.6
54. Reno, Nev.	3	3	3	1.6	9.2
55. Waltham, Mass.	2	1	1	1.6	4.2
56. Clarksburg, W. Va.	2	3	0	1.6	6.3
57. Vancouver, Wash.	3	4	4	1.6	7.2
58. Battle Creek, Mich.	5	5	6	1.6	10.3
59. Danbury, Conn.	2	2	0	1.7	6.6
60. Mason City, Iowa	2	1	1	1.7	7.1
61. Kankakee, Ill.	2	3	1	1.7	7.7
62. Ferndale, Mich.	2	4	2	1.7	6.7
63. Stratford, Conn.	2	4	0	1.7	6.0
64. San Leandro, Calif.	3	4	3	1.7	10.9
65. Morgantown, W. Va.	2	1	0	1.7	7.8
66. Dubuque, Iowa	3	1	6	1.8	6.0
67. Jamestown, N. Y.	3	2	4	1.8	6.9
68. St. Cloud, Minn.	2	2	3	1.8	7.0
69. Enid, Okla.	3	3	3	1.8	8.3
70. Kokomo, Ind.	3	3	4	1.9	7.8
71. Great Falls, Mont.	3	5	0	1.9	7.7
72. Pensacola, Fla.	5	2	5	1.9	11.5
73. Bristol, Conn.	2	1	2	2.0	5.6
74. Oak Ridge, Tenn.	2	1	2	2.0	6.6
75. New Kensington, Pa.	2	2	1	2.1	8.0
76. Muskegon, Mich.	6	3	2	2.1	12.4
77. Beverly Hills, Calif.	4	1	3	2.2	13.8
All cities in this group				2.2	8.8
78. Lynchburg, Va.	3	2	2	2.2	6.3
79. Lake Charles, La.	4	2	1	2.3	9.7
80. Lincoln Park, Mich.	2	3	7	2.3	6.8
81. Sandusky, Ohio	3	11	3	2.3	10.2
82. Lakeland, Fla.	4	2	4	2.5	12.9
83. Grand Forks, N. D.	2	1	1	2.6	7.5
84. Oshkosh, Wis.	4	1	6	2.6	9.7
85. Manchester, Conn.	3	2	2	2.8	8.8
86. Rapid City, S. D.	3	3	3	2.8	11.9
87. Hamden, Conn.	3	5	1	2.8	10.1
88. Provo, Utah	3	1	5	2.9	10.4
89. West Orange, N. J.	3	3	3	3.0	10.5
90. New London, Conn.	3	4	1	3.0	9.8
91. La Crosse, Wis.	5	5	4	3.0	10.5
92. Bloomington, Ill.	4	4	5	3.1	11.7
93. Daytona Beach, Fla.	4	4	3	3.1	13.2
94. Middletown, Ohio	5	5	3	3.2	14.8
95. Appleton, Wis.	5	6	1	3.3	14.7
96. Barberton, Ohio	4	3	2	3.3	14.4
97. Lwr. Merion Twp., Pa.	5	9	11	3.5	10.3
98. Hackensack, N. J.	4	3	3	3.6	13.7
99. Moline, Ill.	6	7	6	3.7	16.0
100. Torrington, Conn.	4	2	0	3.7	14.4
101. Chicopee, Mass.	3	4	2	3.8	10.2
102. Revere, Mass.	3	6	3	3.8	8.2
103. Anderson, Ind.	9	6	11	3.9	19.2
104. Steubenville, Ohio	5	2	1	4.1	13.9
105. Fond du Lac, Wis.	5	1	0	4.2	16.7
106. Fitchburg, Mass.	5	5	2	4.2	11.7
107. Wyandotte, Mich.	8	1	3	4.3	21.7
108. Montclair, N. J.	5	3	0	4.3	13.4
109. E. Hartford, Conn.	4	7	1	4.4	15.4
110. Norwich, Conn.	5	3	4	4.4	13.3
111. Warren, Ohio	11	13	2	4.6	22.0
112. Orange, N. J.	5	3	2	4.9	13.2
113. Mt. Lebanon, Pa.	4	0	0	4.9	15.0
114. San Mateo, Calif.	9	6	3	4.9	21.5
115. Greenwich, Conn.	5	11	6	5.0	12.3
116. West Haven, Conn.	5	7	2	5.1	15.6
117. Kearny, N.	4	9	3	5.1	10.0
118. Portsmouth, Ohio	7	6	6	5.1	19.0
119. Winona, Minn.	5	1	1	5.4	20.0
120. Parkersburg, W. Va.	7	3	4	5.6	23.6
121. Danville, Va.	7	3	3	5.6	15.7
122. Tuscaloosa, Ala.	7	5	6	5.7	15.1
123. Norwalk, Conn.	6	4	3	6.0	12.1
124. Hamtramck, Mich.	5	4	9	6.0	11.5
125. Linden, N. J.	7	2	2	6.3	22.9
126. Superior, Wis.	7	4	3	7.2	19.8
127. Milford, Conn.	5	2	2	8.3	18.6
128. Petersburg, Va.	8	3	3	8.4	22.8
129. Highland Pk., Mich.	14	8	4	8.6	30.2
130. Fairfield, Conn.	10	3	1	12.2	32.8

Group IX (10,000 to 25,000)

1. Kenmore, N. Y.	0	1	0	0.0	0.0
2. Mankato, Minn.	0	1	1	0.0	0.0
3. Ponca City, Okla.	0	2	1	0.0	0.0
4. East Detroit, Mich.	0	4	0	0.0	0.0
5. Westfield, N. J.	0	0	0	0.0	0.0
6. La Grange, Ill.	0	1	1	0.0	0.0
7. Bismarck, N. D.	0	1	0	0.0	0.0
8. Jacksonville, Ill.	0	3	4	0.0	0.0
9. So. St. Paul, Minn.	0	1	2	0.0	0.0
10. Stillwater, Okla.	0	0	1	0.0	0.0
11. Bluefield, W. Va.	0	1	1	0.0	0.0
12. Brainerd, Minn.	0	0	0	0.0	0.0
13. Johnson City, N. Y.	0	0	1	0.0	0.0
14. Martinsburg, W. Va.	0	1	1	0.0	0.0
15. Sterling, Ill.	0	1	2	0.0	0.0
16. McAlester, Okla.	0	0	1	0.0	0.0
17. Webster Groves, Mo.	0	1	0	0.0	0.0
18. East Lansing, Mich.	0	2	0	0.0	0.0
19. Fostoria, Ohio	0	1	3	0.0	0.0
20. Highland Park, Tex.	0	0	0	0.0	0.0
21. Beckley, W. Va.	0	2	1	0.0	0.0
22. Owatonna, Minn.	0	1	0	0.0	0.0
23. Arkansas City, Kans.	0	0	2	0.0	0.0
24. Central Falls, R. I.	0	1	3	0.0	0.0
25. East Haven, Conn.	0	0	1	0.0	0.0
26. Windham, Conn.	0	0	3	0.0	0.0
27. Hawthorne, N. J.	0	0	2	0.0	0.0
28. Beaver Dam, Wis.	0	1	0	0.0	0.0
29. Winnetka, Ill.	0	1	1	0.0	0.0
30. Mitchell, S. D.	0	1	0	0.0	0.0
31. Red Wing, Minn.	0	0	1	0.0	0.0
32. Massena, N. Y.	0	1	0	0.0	0.0
33. Whitefish Bay, Wis.	0	0	0	0.0	0.0
34. Bristol, Va.	0	1	3	0.0	0.0
35. Wethersfield, Conn.	0	1	1	0.0	0.0
36. Ironwood, Mich.	0	1	0	0.0	0.0
37. La Salle, Ill.	0	4	1	0.0	0.0
38. Derby, Conn.	0	0	1	0.0	0.0
39. Birmingham, Mich.	1	2	2	0.6	6.5
40. Salisbury, N. C.	1	0	1	0.9	5.0
41. Chillicothe, Ohio	1	4	4	0.9	5.0
42. Austin, Minn.	1	1	1	0.9	4.3
43. Rock Hill, S. C.	1	2	2	1.0	4.1
44. Freeport, Ill.	1	0	0	1.0	4.4
45. Richland, Wash.	3	0	0	1.0	4.6
46. Rahway, N. J.	1	1	6	1.0	4.7
47. Endicott, N. Y.	1	3	1	1.0	5.2
48. Port Chester, N. Y.	1	3	1	1.1	4.2
49. Owosso, Mich.	1	1	1	1.1	6.3
50. Minot, N. D.	1	1	2	1.2	4.5
51. Streator, Ill.	1	1	2	1.3	6.1
52. Albert Lea, Minn.	1	0	0	1.3	7.4
53. Benton Harbor, Mich.	2	0	5	1.3	10.6
54. Klamath Falls, Ore.	1	2	2	1.3	12.6
55. Griffin, Ga.	1	3	2	1.4	7.1
56. Modesto, Calif.	4	6	3	1.4	23.0
57. Sweetwater, Tex.	1	2	1	1.4	7.4
58. Wilmette, Ill.	1	4	3	1.4	5.5
59. Leominster, Mass.	1	3	0	1.5	4.1
60. Peru, Ind.	1	2	1	1.5	7.5
61. Richfield, Minn.	1	3	1	1.5	7.7
62. Bristol, Pa.	1	1	2	1.5	7.0
63. Cranford, N. J.	1	0	2	1.5	5.4
64. Faribault, Minn.	1	1	0	1.5	6.5
65. Stevens Point, Wis.	1	3	0	1.6	6.0
66. Alpena, Mich.	1	2	2	1.6	7.6
67. Watertown, Wis.	1	1	0	1.6	8.1
68. Norfolk, Neb.	1	0	1	1.6	8.8
69. St. Augustine, Fla.	1	0	3	1.6	7.4
70. Elmwood Park, Ill.	1	2	1	1.7	5.3
71. Waukesha, Wis.	2	0	1	1.7	9.4
72. Walla Walla, Wash.	2	0	3	1.7	8.3
73. Sault St. Marie, Mich.	1	2	0	1.7	5.6
74. Janesville, Wis.	2	1	3	1.7	8.0
75. Annapolis, Md.	1	0	0	1.8	8.8
76. Mamaroneck, N. Y.	1	4	0	1.8	6.7
77. East Moline, Ill.	1	2	1	1.8	7.2
78. Rye, N. Y.	1	2	1	1.9	8.5
79. Meadville, Pa.	2	1	0	2.1	10.8
80. Fremont, Ohio	2	2	2	2.1	12.1
81. Kingsport, Tenn.	3	1	3	2.1	15.3
82. La Porte, Ind.	2	1	4	2.2	9.8
All Cities in this group				2.2	9.8
83. Virginia, Minn.	1	2	0	2.2	8.0
84. East Liverpool, Ohio	2	1	3	2.2	8.3
85. Holland, Mich.	3	3	3	2.3	18.9
86. Wooster, Ohio	2	1	0	2.3	14.3
87. Redlands, Calif.	2	4	3	2.3	10.9
88. Ottawa, Ill.	2	1	0	2.5	11.8
89. Frankfort, Ind.	2	1	3	2.6	13.3
90. Kinston, N. C.	2	1	1	2.7	10.9
91. Grosse Pt. Pk., Mich.	2	2	4	2.7	15.3
92. Reidsville, N. C.	2	0	0	2.7	17.1
93. Winchester, Conn.	1	0	1	2.7	9.5
94. Ashland, Wis.	1	1	1	2.8	9.4
95. Astoria, Ore.	2	4	2	2.8	16.3
96. Monroe, Mich.	4	6	1	2.9	18.6
97. Butler, Pa.	4	2	4	2.9	17.0
98. So. Milwaukee, Wis.	1	2	3	3.0	7.8
99. Sumter, S. C.	3	2	2	3.0	14.9
100. Moorhead, Minn.	2	2	1	3.1	13.4
101. Statesville, N. C.	3	1	3	3.2	17.8
102. Fergus Falls, Minn.	2	0	0	3.2	15.5
103. Groton, Conn.	1	1	1	3.2	4.6
104. Uniontown, Pa.	3	2	0	3.3	19.5
105. Ames, Iowa	3	0	0	3.3	13.1
106. St. Louis Pk., Minn.	3	0	2	3.3	13.3
107. Muskegon Hts., Mich.	2	4	1	3.4	10.6
108. So. Orange, N. J.	2	0	1	3.4	13.2
109. Ypsilanti, Mich.	4	2	0	3.5	21.9
110. Vincennes, Ind.	3	0	5	3.6	16.0
111. Hibbing, Minn.	3	0	0	3.7	18.4
112. Marietta, Ohio	3	0	2	3.8	18.8
113. Goshen, Ind.	3	2	0	3.9	23.1
114. Connersville, Ind.	2	1	3	3.9	12.8
115. Fort Madison, Iowa	2	2	0	4.0	13.3
116. Needham, Mass.	2	0	1	4.3	12.3
117. Lake Worth, Fla.	3	0	1	4.4	25.4
118. Las Vegas, Nev.	2	5	2	4.4	24.4
119. Swampscott, Mass.	2	0	0	4.7	17.2
120. Darien, Conn.	2	3	0	4.8	16.9
121. Niles, Ohio	3	2	4	4.9	17.9
122. Ridgefield Pk., N. J.	2	0	0	5.2	16.7
123. Logan, Utah	3	1	3	5.3	17.9
124. Gardner, Mass.	3	1	3	5.3	15.3
125. Naugatuck, Conn.	3	3	0	5.4	17.1
126. Atchison, Kans.	3	0	4	5.4	23.4
127. Windsor, Conn.	2	3	2	5.5	16.9
128. Webster, Mass.	2	0	0	5.6	15.2
129. Brookfield, Ill.	3	0	3	5.7	19.4
130. Vernon, Conn.	3	4	4	6.0	29.7
131. Ansonia, Conn.	3	2	1	6.3	16.0
132. River Rouge, Mich.	4	2	2	6.8	19.5
133. Westport, Conn.	4	1	5	7.1	34.2
134. Branford, Conn.	3	1	2	7.2	27.5
135. Highland Park, Ill.	5	1	3	7.2	29.8
136. Beacon, N. Y.	3	0	0	7.4	21.4
137. S. Charleston, W. Va.	5	5	2	8.4	29.9
138. Shelton, Conn.	4	1	0	8.7	31.5
139. Watertown, Conn.	2	2	1	8.9	18.7
140. Moundsville, W. Va.	4	1	0	9.0	27.0
141. Wallingford, Conn.	6	6	0	10.4	35.3
142. Killingly, Conn.	4	4	3	11.5	40.0
143. Southington, Conn.	4	2	2	12.5	30.5
144. Stonington, Conn.	2	2	4	18.7	16.9
145. Enfield, Conn.	2	3	4	46.5	12.9

CANADIAN CITIES

1. Toronto, Ont.	50	46	51		7.6
2. Montreal, Que.	89	93	81		8.9
3. Vancouver, B. C.	31	45	36		9.1

Dugan Heads Fleet Supervisors Training Group

Dan Dugan of Dan Dugan Oil Transport Co., Sioux Falls, S. D., has been named chairman of the National Advisory Committee for the nationwide Motor Fleet Supervisor Training program. He succeeds Alex Scherer of the Scherer Freight Lines, Ottawa, Ill.

In making the announcement, Norman Damon, chairman of the nominating committee, stated that Mr. Dugan was selected because of his leadership in the petroleum hauling field, and also because of the national recognition that his fleet of motor vehicles has received for many years for its records of safety and efficiency.

Charles Ray, vice-president of Markel Services, Inc., Richmond, Va., was re-elected vice-chairman of the National Advisory Committee, and Amos E. Neyhart, head of the Institute of Public Safety at The Pennsylvania State College, was re-elected secretary.

Deadline Nears for 1951 Miles Per Accident Contest

February 15 is the mailing deadline for entries in the 1951 Miles Per Accident Contest. Rules and an entry blank in the contest has been mailed out as part of *Transit Topics*, the Transit Section's monthly newsletter, and *Fleet Flashes*, monthly newsletter of the Council's Commercial Vehicle Section.

The Miles Per Accident Contest is recognized by fleet leaders as a valuable tool in accenting and dramatizing the importance of year-round safe driving. Entries in the 1951 contest are expected to top all previous experience.

Let's Tell the Story of Accident Prevention

From Page 25

such a reader and he climbs over the fence of indifference to your operation, to join your team.

Just to add a clincher to the importance of accident prevention, your story ought to cite the cost of—say—just one serious fleet accident. You could run this well up into the tens of thousands of dollars and further explain that this waste benefits no one. On the other hand, achievement in accident prevention means a reduction in accidents, and anybody able to add will be able to tote up the score as to what this means to the community.

Money gone down the drain to pay for preventable accidents cannot be used to pay higher wages or buy new equipment. You can stress this fact in telling the story of your company's accident prevention program. And, if you tell it in terms that the people in your community can understand, if you demonstrate that everybody in the community suffers a loss of some kind—in opportunity or in actual or potential cash—you will find that your story will have an appeal to your readers or listeners.

Not so long ago, in one of our larger metropolitan areas, the newspapers ran feature stories on the operating profit effected by the local transportation organization. This happened to be a transit company, but the point of the story is applicable to any kind of transportation business.

At the rate estimated, the operating profit stood to figure $300,000 a year. The very fact that this story rated headlines shows that it was considered red hot copy by every news desk in the city. Such copy certainly makes good reading and is an excellent sales talk for management. For the stockholders, the employees and the riding public all stood to benefit.

But get this: If that same transit organization were employing a tested accident prevention program, it could have reduced accidents over the system by at least 10 per cent during that same year. And a 10 per cent reduction in that company's accident costs would have approximated $600,000 or twice the amount of the estimated annual profit. What kind of news do you think that would make?

Cashing in on accident prevention has long since passed the experimental stage. The techniques are known and proved and will yield a substantial cash dividend to the transportation industry wherever they are employed. If your organization is effecting substantial savings annually as a result of your accident prevention program, and you are not getting reams of copy in the newspapers, trade journals and on the radio, there's something wrong with your news sense.

Any good transportation accident prevention program is chockful of stuff that makes good copy. Many of the things you take for granted are interesting enough to make good photographic features for your Sunday newspaper's feature section. Just for example, let's take the simple job of hiring a driver. And, we quickly find out that the hiring process, if done right, is not so simple.

But here is a chance to depict your personnel director interviewing a prospective driver. It can include photos of the medical examination, eye tests, perhaps the safety director putting the applicant through a battery of psychophysical tests, the driver with the driver-instructor on a trial run on a test course and the applicant in backing, stopping and other tests. And you can wind this series up with a shot of one of your best drivers looking at his NSC Safe Driver Award. The reader will develop a healthy respect for the quality of your drivers and will know that your company safety record is no accident.

But, for the love of Mike, don't try to do this photographic assignment with junior's Boy Scout camera. You wouldn't send for a plumber if you needed a surgeon. Expect to pay for top quality work, if you expect to get top quality performance, and if your accident prevention program isn't worth the investment of some cash to get good pictures which will develop recognition of your efforts and those of your drivers, there's something basically wrong with your set-up that a few dollars worth of publicity won't cure.

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Lee Warren James

From Page 23

mental in maintaining it as one of the country's most important clubs.

The son of a carriage builder, born near Dayton, Mr. James won his legal education by a combination of study and actual law work, passing his bar examinations near the head of the list in 1900.

His long and varied legal experience has given Mr. James a broad understanding of business, industrial and civic affairs. He has won the friendship and admiration of American leaders in all walks of life. The confidence placed in him by Mr. Irvin is typical of the opinion of Mr. James held by all who know him.

Ned H. Dearborn, president of the National Safety Council, commented on Mr. James' election:

"Our new chairman is a man of great intelligence, energy and humanity. He will, I am sure, carry on the splendid work of his predecessor. I am profoundly grateful for the action of the Trustees in electing him to this position of decisive leadership.

"I pledge to Mr. James the wholehearted cooperation of the members and staff of the National Safety Council, and I bespeak for him the suport of all in our country who wish to support the fight against accidents."

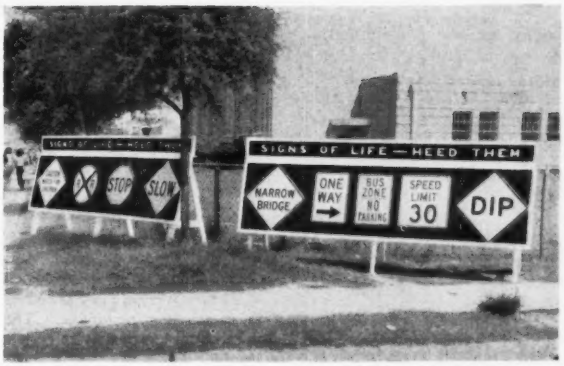
DEATH - loses a decision

From Page 11

up the feelings of his fellow citizens recently when he commented:

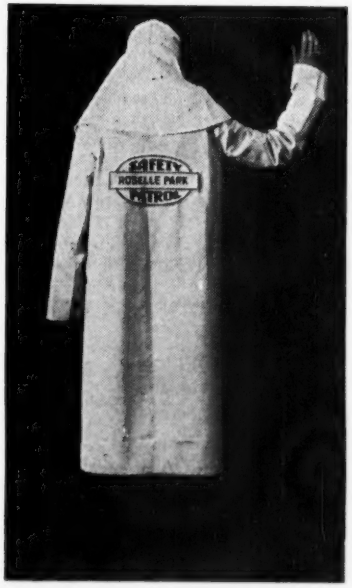
"There are times, though too infrequent, when a service organization contributes a great deal to the growth and prosperity of a community. Such an organization is the Texas City Junior Chamber of Commerce. For the past two years the Jaycees have done a remarkable job in promoting traffic safety."

No one knows better than the Jaycees that such success takes hours of work and careful planning. But they feel that all the work was worth it, for this time in Texas City — still scarred from the dockside disaster of 1947 — Death has lost the decision.



Texas City Jaycees came up with life-sized traffic signs for a "Signs of Life" phase in their educational program which helped cut their city's traffic toll.

Editor's Note: Jaycees (members of the U. S. Junior Chamber of Commerce) consider traffic safety a potent part of their organizational program, and all over the country, local Jaycees work closely with safety councils and official organizations to check the traffic toll. The national organization shapes its traffic safety programming to fit the specifications of the Action Program of the President's Highway Safety Conference and Jaycees have been teaming up on the monthly theme program of the National Safety Council—Operation Safety—with other interested agencies to make their efforts most effective.



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The County—Missing Link in Traffic Safety

From Page 9

is inactivity and lack of interest on the part of county officials."

Which brings us to the second point—responsibility. Official responsibilities in highway safety are divided among a great variety of officials, state, county and local. On the state level, the responsibilities relate to such broad general functions as driver licensing, state highway development, education, state police enforcement, periodic vehicle inspection and the traffic courts.

I need not point out that these state functions concern all the residents of the state, regardless of political jurisdiction; and the proper execution of these duties by the officials depends upon the interest and support of every citizen.

At the other extreme are the equally well-defined responsibilities in incorporated places. Generally speaking, the communities have effective police protection, adequately lighted streets, appropriate traffic control systems, programs of safety education in the schools, and facilities for prompt medical and hospital care for those injured in traffic.

Now what about the counties? Well, for one thing we know that sheriffs and county police as a rule feel that traffic is no concern of theirs. Official responsibilities in other important areas are so hazy or ineffectually assigned that highway safety is largely ignored.

So that as regards point three—positive action—results in the counties are more or less negligible. The end product of this inactivity and lack of interest, which Mr. Haddick stressed, is of course an intolerably high accident record. That's why the 1950-51 inventory of traffic safety activities of the President's Conference reported:

> "Never was the need more pressing for concerted action on the part of county and local enforcement agencies, county and local engineers, and public support groups such as farm and safety organizations."

If this action is to develop on an appreciable scale, the first step in every county is to set up the basic organizational structure for coordinating official activities and building public support. Time and again it has been demonstrated that states and cities with the best safety records are precisely those which have established a sound and continuing organizational pattern. To me it seems that this is the immediate and over-riding challenge, as far as the average county goes.

Now in all fairness, I should point out that here and there we find a county which has already faced up to the job. One I'm particularly familiar with is Montgomery County, Maryland. There, a few years ago, the County Council appointed a County Safety Board, which now numbers 40 members. The Board comprises both county department heads and civic leaders. They meet once a month, and have five standing committees—on engineering, enforcement, safety education, school safety and legislation.

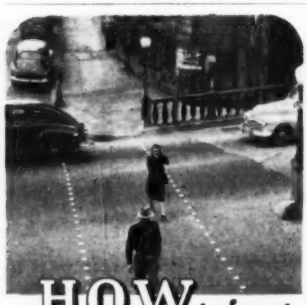
This Montgomery County Safety Board has a remarkable record of accomplishment. They conduct studies and make recommendations— and as far as I know, no recommendation of theirs has ever been turned down by the Council. A sidewalks program has been expedited, hazardous locations on the highways have been corrected, necessary signs and signals installed, numerous school safety improvements effected, speed regulations modernized. Through their efforts, some 45 women guards have been employed to serve at school crossings, thus relieving the increasing traffic burden of the police — for Montgomery County is in the Washington Metropolitan area, and as we all know, the travel volumes in suburban districts have been swelling at a tremendous rate.

I might add that, like the Burlington County Conference, the scope of the Montgomery Board covers all phases of safety. They are getting results just as striking in the other areas too.

Other counties have an opportunity to develop a similar example of outstanding safety organization and performance. The counties, safetywise, are still virgin territory. Your own county, too, can help provide the vital precedent—blaze a trail for counties across the nation to follow.

The tremendous potential of grassroots public opinion in America has not even begun to be tapped in the cause of safety. Think what an irresistible force it could become if aroused to proper indignation at the senseless and unceasing waste of blood and treasure in needless accidents!

The scourge of accidents will not yield to lip-service or the mere passing of resolutions. It requires the intense dedication of every public official and every private citizen. Remember that in the final analysis, we get just as much safety as we're willing to work and pay for.



HOW to forget about TRAFFIC LANES for the next 4 to 6 years...

DUR-O-LINE Lane Markers

will provide bright, clear traffic lanes without any further attention...no costly repainting! DUR-O-LINE Markers are plastic discs that can easily be put down on concrete, asphalt or wood. Color (either yellow or white) will not fade or dull. Breakage is rare. DUR-O-LINE Markers offer tremendous savings over cost of painted lines. Investigate today!

Some sales territories open . . . write for information.

WRITE Dept. P for information about Simple DUR-O-LINE Lane Markers

TRAFFIC SAFETY SUPPLY CO.

N. E. SANDY BLVD. AT 27TH, PORTLAND 12, ORE.

Cox Heads ICC Safety Section

Ernest G. Cox has been named as chief, Section of Safety, Bureau of Motor Carriers of the Interstate Commerce Commission. He succeeds George R. Wellington, retired as of November 30, 1951, because of illness.

Mr. Cox has been acting as chief during the absence of Mr. Wellington. Prior to that time he was a district supervisor in the Bureau's office at Chicago.

William A. Irvin

From Page 23

sylvania Railroad in 1888. In 1895 he became shipping clerk with P. H. Laufmann Company, Apollo, Pa., and from 1904 to 1924 was assistant to vice-president, American Steel Tin Plate Company. In 1924 he was promoted to vice-president in charge of operations and in 1931 became vice-president of United States Steel Corp. From 1932 to 1938 he was president of the corporation and continued as a member of the board.

For his outstanding services to safety Mr. Irvin received numerous honors. In April 1950 he was guest of honor at a testimonial dinner attended by many of the country's leaders in business and industry within the last year. He received citations from the governors of Minnesota and Pennsylvania in recognition of his safety leadership.

Hold Three Inventory Conferences in South

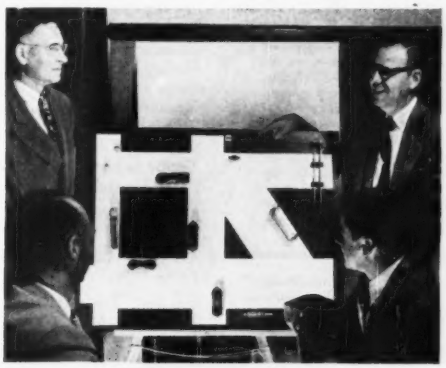
Having as their object better quality of reporting and more assistance to cities reporting in the Annual Inventory of Traffic Safety Acitivities, three "Inventory Reporting Conferences" for state-level workers were held in the southern states in late January and February.

The first Conference was held at the Gayoso Hotel in Memphis on January 21 for state officers and safety council executives from Arkansas, Kentucky, Tennessee and Mississippi. The second was part of a one-week training conference for District Safety Officers of the Texas Highway Patrol in Austin during the fourth week in January; and the third was held in Tallahassee, Florida, on February 4 for cooperating Annual Inventory workers from Alabama, Florida, Georgia and South Carolina.

Approximately 50 state police and highway patrol officers and state safety council executives attended the Conferences, which are part of a developing pattern of city-state cooperation in accident prevention. Those who attended will offer assistance to cities reporting in the Annual Inventory.

In prospect for later dates this year are three similar Conferences, called "Inventory Analysis Conferences," in which state workers will discuss and practice techniques of presenting Inventory Analyses to participating cities.

The Conferences were conducted by Don Hill, field director for the National Safety Council in the south.



THE "EYES" HAVE IT . . . .

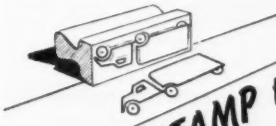
Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.

The MAGNO SAF-T BOARD is the result of studies by outstanding safety instructors and engineers. Safety directors, traffic managers, driving instructors, insurance agents and adjusters get a clear picture of how accidents occurred visually by reconstruction of conditions.

It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.

Write for our folder. It contains full information.

MAGNO SAF-T BOARD © EMIGSVILLE, PA.



RUBBER STAMP this ACCIDENT DIAGRAM

YOU can make a picture of the accident easily and accurately with **Forbes Handy Traffic Reporting Kit.** Used by many municipal organizations as standard equipment for:

ACCIDENT INVESTIGATION
TRAFFIC SURVEYS
CIVIC IMPROVEMENTS
LEGAL DIAGRAMS
COURT AND JURY WORK

Yes, you can quickly and accurately diagram on the spot, the location of all cars, pedestrians, etc. These stamps picture 11 types of vehicles, also pedestrian, bicycle, arrow, etc. Compact kit includes stamp pad.

Size for Standard Forms.....$2.00
Large Size for Instruction Work..... 5.00
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TRADE PUBLICATIONS

There is a wealth of valuable and interesting information in the catalogs and publications listed below. They form splendid additions to your reference library, affording an opportunity to keep abreast of safety equipment. The coupon below will bring FREE to those responsible for the recommendation or purchase of equipment any or all of the catalogs listed.

1. **"More Effective Police Power":** Illustrated, 16-page booklet describes police motorcycle equipment and its use. Featured are solo motorcycles, service cars and sidecars. Accessories designed especially for these vehicles included. *Harley Davidson Motor Co.*

2. **Railroad-Highway Crossing Signals:** Western Railroad Supply Company catalog features the Model 10 Signal, an automatic gate assembly obtainable with or without a flashing light, and adaptable for specific crossing requirements. Engineering and construction specifications included. *Western Railroad Supply Co.*

3. **"Pak-Jak":** Illustrated folders announce a new line of automotive service jacks in models for both passenger cars and trucks. Detachable adaptor plates enable these jacks to accommodate heavy motor parts. *Tow Bar Sales Co.*

4. **"Accident Visualizer":** Leaflet introduces a visualizer consisting of highway patterns mounted on fiber board. Designed in three interchangeable sections the visualizer makes it possible to stimulate many types of intersections. *Sales-Aid Co.*

5. **"Highway Line Markers":** Literature on highway striping equipment features the "Super" line marker, equipped to stripe up to four lines in one operation. Suggestions on how to meet various striping problems included. *General Traffic Controls, Inc.*

6. **Tire Chains:** Information on tire chains for automobiles and trucks includes an illustrated chart showing the best methods of putting on single or dual tire chains. *American Chain & Cable, Inc.*

7. **Police Equipment:** Catalog of equipment includes rubber raincoats and helmets, web belts, caps, badges, ties, flags and other uniform accessories. *Graubard's.*

PUBLIC SAFETY FEBRUARY, 1952
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ADVERTISER'S INDEX

Forbes Stamp Co. 39
Graubard's 37
Harley-Davidson Motor Co. 1
Magno Saf-T Board 39
National Safety Council I.F.C.-30-31
Rhodes, M. H., Inc. 2
Sales-Aid Co. 36
Traffic Safety Supply Co. 38
U. S. Treasury Dept. ..... I.B.C
Weaver Mfg. Co. ..... B.C.

Green Cross News

From Page 19

that the "T-Man" program of observing and reporting violations, has been well received and that the Council's "Safest School" contest is also attracting favorable comment.

Barrows Appointed Director New Jersey Council

Fred L. Barrows, assistant manager of the Philadelphia Safety Council, has been named as successor to Manager Fred M. Rosseland of the New Jersey State Safety Council, who retired recently to locate in the Southwest. Barrows assumed his new duties in early January. He had been with the Philadelphia organization for the past five years. He has had long and successful experience in general industrial safety and plant fire prevention work. His many friends in the safety council field agree that his promotion is well deserved.

New Manager for Springfield

James K. Williams, Jr., director of Recreation and Parks, Keene, N. H., a former resident of Springfield, Mass., has been selected as manager of the Hampden County Accident Prevention Council to succeed the late Ralph W. Ellis, who died on November 3. The new appointee assumed his managerial duties on January 2. He is a graduate of Springfield College. He was boys work secretary at Springfield's West Side "Y" from 1946 to 1948 when he entered the graduate school at Springfield College to work on his Master's degree. Two years ago he accepted the post in New Hampshire. Williams is a Marine veteran of World War II, 27 years of age. He is married and has three children.

New Haven Pledges

The New Haven Safety Council has just about "saturated" the New Haven area with safety pledge programs. The theme is "For a Safer Community" and the program consists of obtaining signatures to well-worded safety pledges from all citizens—both drivers and pedestrians. The first step calls for safe walking pledges from all school children and they in turn secure the safe driving pledges from their parents.

Grand Rapids Record

Just before the Christmas holidays, the Greater Grand Rapids Safety Council announced that the city had completed 17½ years without a school child being killed in traffic going to or from school. It was good news for parents in Grand Rapids—and it was a tribute to the efforts of the police department, the schools and the Greater Grand Rapids Safety Council. . . . Between Dec. 10 and 22 the "Traffic Squad" of Grand Rapids, affiliated with the local Council, distributed approximately 10,000 safety tip cards to pedestrians, warning of holiday dangers.

Tennessee Conference

The Tennessee Safety Council sponsored a one-day "Working Conference" in Nashville on December 7. Governor Browning was the luncheon speaker and other speakers included State Commissioners: Ed Jones, agriculture; Sam Neal, safety; C. W. Bond, highway; and Lee Chase, labor. George E. Miller, president of the Tennessee Safety Council opened the general meeting and gave an enlightening report on the accomplishments of the Council during 1951. Sectional meetings were held in traffic, industrial, home and fire safety fields.

Arson Investigators' Seminar at Purdue U.

The eighth annual Seminar and Training Course for Arson Investigators will be conducted at Purdue University, Lafayette, Indiana, April 28-May 2, 1952, according to an announcement by Professor J. L. Lingo, Director of Purdue's Public Safety Institute.

PUBLIC SAFETY Index Now Ready

The index for PUBLIC SAFETY, Volume 40, July-December, 1951, is now available.

Copies may be obtained by writing the Library, National Safety Council, 425 North Michigan Avenue, Chicago 11, Ill.

THE LONG AUGUST NIGHT WAS HOT—but not as hot as the bitter fighting that raged about Agok, Korea, in the Naktong River area. Sergeant Kouma, serving as tank commander, was covering the withdrawal of infantry units from the front. Discovering that his tank was the only obstacle in the path of an enemy breakthrough, Sergeant Kouma waged a furious

nine-hour battle, running an eight-mile gantlet through enemy lines. He finally withdrew to friendly lines, but not until after his ammunition was exhausted and he had left 250 enemy dead behind him. Even then, although wounded twice, he attempted to resupply his tank and return to the fighting.

"A withdrawing action is not my idea of how Americans should fight," says Ernest Kouma. "If we must fight, let's be strong enough to take the offensive. In fact, *if we're strong enough*, we may not have to fight at all. Because, nowadays, *peace is for the strong*.

"So let's build our strength—to keep a strong America at peace. You can help by buying Defense Bonds—as many as you can afford. It's far less painful to build for peace than to destroy in war. And *peace* is what you're building when you buy Bonds."

M/Sgt. Ernest R. Kouma

Medal of Honor

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save regularly, you generally don't save at all. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy United States Defense Bonds now!

Peace is for the strong...
Buy U. S. Defense Bonds now!

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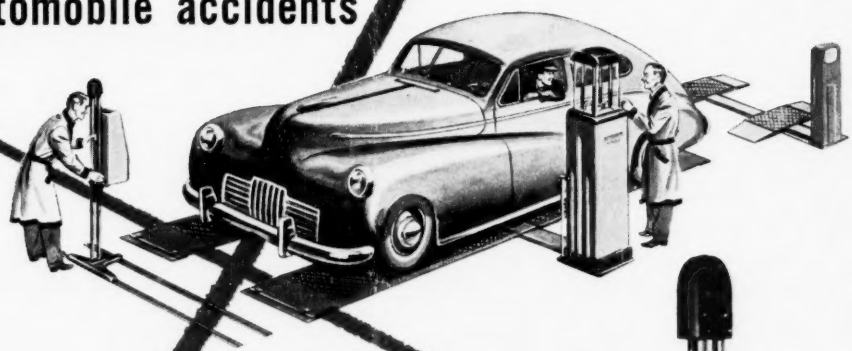
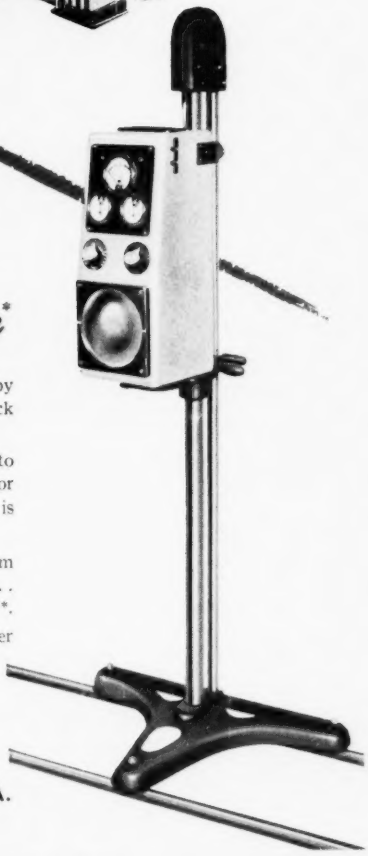
Help reduce after-dark toll of automobile accidents



WEAVER RAYOSCOPE HEADLIGHT TESTER

detects faulty headlights as vehicles pass through *Safety Lane**



Weaver Headlight Testers have been selected over other makes by hundreds of official Safety Inspection Stations, fourteen car and truck manufacturers and thousands of automotive service departments.

The Rayoscope Model WX-51 Track Type (illustrated) is designed to be used close up to vehicles. It incorporates modern scientific methods for accurately testing headlights. It eliminates human error . . . Testing is done entirely by instrument in a minimum of time.

A patented four-cell photo-electric cell unit and high-low, left-right aim meters and a candlepower meter are all in one case on front of Tester . . . Ease of operation speeds up movement of cars through "Safety Lane"*.

A "Safety Lane"* includes a Weaver Headlight Tester, a Weaver Automatic Brake Tester and a Weaver Wheel Alignment Tester.

Consult Weaver today for details on "Safety Lane"* equipment — and for information about establishing a vehicle safety inspection program in your city and state.

Weaver Manufacturing Company, Springfield, Illinois, U. S. A.

* *Safety Lanes* **ARE MADE ONLY BY THE WEAVER MANUFACTURING COMPANY · SPRINGFIELD, ILLINOIS**

Leaders in Automotive Safety Equipment for Over 25 Years